

RANDOM REFLECTIONS.

The Health Officer of Shanghai warns residents in the Far East to beware of developing a pear-shaped figure by dietetic ignorance or perversity. He adds: "No meat and no alcohol in hot weather. Get rid of all greasy, fly attracting meat dishes." In Hongkong we are warned against eating uncooked vegetables if we wish to avoid typhoid and other disorders of the alimentary canal, and to eschew fruit for fear that it be unripe, overripe, or acid. Some of us, too, are denied starchy farinaceous foods. It leaves little to live upon and still less to live for. If we were to follow all the advice given us by the food-faddists life would be short of its joy and death deprived of its sting. Even the camel, though it can go all day long without drinking, has a perpetual hump.

Reading that the Chinese soldiers fighting in the vicinity of Canton fire their rifles from the hip and have been known to bring down birds on the wing, several local Volunteers, desiring of ever finding the elusive bull in the ordinary way, decided to give this method a trial. The only result of the experiment has been to cast doubt on the statement and to convince them that in warfare conducted under such conditions the only casualties would be accidental ones. Many an old China hand, however, will vouch for the truth of the story. It is also fairly well known that the German soldier fires from the hip. The Volunteers in question, I suspect, belong to the same class as Kipling's soldier, who accused his rifle of possessing defective vision when called upon to face a target.

In view of the fact that the traffic receipts of the local Tramway Company have been going up lately by leaps and bounds, owing to the influx of people from Canton and the appreciation in value of the ten-cent piece, a correspondent offers a suggestion which, if adopted, would please many patrons of the service and also help to relieve the Company of any *embarras de richesses*. The suggestion is that a simple shelter from the sun and rain should be erected at Causeway Bay. At present, should one just miss the Shaukiwan car it means a wait of a quarter of an hour at Causeway Bay exposed to the full fury of the elements.

Is there any traffic regulation which says that a three-coolie risha has precedence over the one-coolie risha? asks a correspondent, who adds that the other day he was in the humbler vehicle when a three-coolie risha came dashing alongside, but was unable to pass owing to the traffic. Noticing the incident, a lukong came up, cuffed the single coolie on the head, and by this means cleared a way for the three-coolie risha, which immediately continued its wild career. In the same way that the millionaire in his motor-car has no more right to the road than the old market-gardener in his slow-moving waggon, so the private risha has no title to precedence over the public vehicle, but the Chinese lukong is not such a sturdy Republican as the City constable.

A few days ago a local resident received a letter posted from Bath on November 18th, 1912, and addressed to him on board the *Mishima Maru*. The letter, according to the Post Office impress, reached Singapore on December 12th, 1912, since when it seems to have followed a long, lone trail, eventually to reach the addressee nearly four years later in Hongkong! Who now will say that the Postal authorities are not painstaking and thorough!

It would be interesting to know how many mufflers, socks and wool caps for our soldiers at the front have been made by the Taikoo children. These youngsters, both boys and girls, have been busily engaged with needles and wool. I am told, ever since the appeal was first issued on behalf of our fighting men, and they are just as eager now as when they began. It was curious to see them hard at work on Saturday while their fathers were playing bowls and their mothers were cooking on.

What with mounted Police Reserves and mounted Volunteer Reserves Hongkong should soon become famous for its equestrians. Much progress is being made by the two bodies referred to in the difficult art of handling a China pony, and despite the prancing proclivities of some of the animals, the Ambulance detachments are not overworked. The other day, an officer asked one of his men whether he had had any falls. "No," came the prompt reply, "but on one occasion my pony backed from under me." That man is a loss to the diplomatic corps.

RODERICK RANDOM.

HONGKONG MAGISTRACY.

PIG IRON.

For being in possession of 1,000 lbs. of pig iron, a Chinese boatman was fined \$500. Inspector Gordon made the haul at Tai Kok Sui on Sunday.

MISSING LIFEBELTS.

The Chinese who was charged with the theft of ten lifebelts from the s.s. *Kum-sung* was sentenced to one month's hard labour, and four hours' stock.

PUGILISTS.

A Police Reserve Constable saw two Chinese fighting with bamboo poles in Queen's Road East on Sunday. The men were charged before Mr. Hazeland, and were each fined \$3, with the alternative of seven days' hard labour.

ALLEGED FORGED CHOP.

The case in which a Chinese is charged by a former partner in business with forging a chop was again before Mr. Hazeland.

The defendant and complainant were formerly partners in business, and it is stated that an arrangement was come to whereby any money deposited in the International Bank could not be withdrawn without the signature of the defendant, and the chop of the complainant. Complainant went away to Canton for some months, and upon his return found that the money had been withdrawn from the Bank, and a chop alleged to have been his own was used. This chop, says complainant, must have been forged by the defendant.

A representative from the International Bank gave evidence, stating that no such joint account as the one alleged had been opened at the bank. The case was again remanded.

ALLEGED KIDNAPPING.
AND A WEAK EXCUSE.

When charged at the Hongkong Police Court yesterday with kidnapping a small boy, a Chinese gave the excuse that he was about to take the boy to Canton to see if his mother could be found.

The mother of the boy said that she brought him to Hongkong from Dumbell Island. They landed at the wharf at Connaught Road, and when she looked round for her boy he was gone.

The police discovered that the boy was spoken to by the defendant, who took him away and fitted him up with a new suit of clothes, a pair of boots, etc. The boy was then taken on board the s.s. *Wing On*, which was about to leave for Canton, and here the police apprehended the would-be kidnapper. The defendant said he thought the mother had gone to Canton, and he was taking the boy with him to find her.

The case was remanded.

WEEK-END ACCIDENTS.
JUMPED FROM WINDOW TO
ESCAPE POLICE.

A Chinese, aged about 20 years, has been sent to the Government Civil Hospital suffering from injuries to the head sustained as the result of jumping from the first floor of 20, Wanchai Road, into Stone Nullah Lane, while the house was being entered and searched under a gambling warrant late on Saturday night.

FATAL LANDSLIDE.

The body of a Chinese, aged about 22, has been sent to the public mortuary. The deceased was killed by a fall of earth and stones at Conduit Road, where he was employed on excavation work. It is stated that a ton of earth and stones fell upon the man.

A FATAL WRESTLE.

An Indian constable has died as the result of injuries sustained while wrestling with a other Indian constable at the police station at Tsat-tsz-mui on Friday. The deceased was injured in the neck as the result of being thrown over the other wrestler's head, and falling upon his head.

CHOLERA IN THE PHILIPPINES.

Philippine health service records for the 13th, 14th and 15th show that during those three days there were 19 cases of cholera in Sampaloc, one in Tondo, and four that came to the city from barrios of Pasay.

Four of these were picked up on the 13th, six on the 14th, and nine on the 15th.

CRUSHED TO DEATH.

KOWLOON DOCK WORKMAN
KILLED BY A CRANE.

Mr. Hazeland, the Coroner, conducted an inquest at the Hongkong Magistracy yesterday concerning the death of a Kowloon Dock workman who was crushed to death by the fall of a crane in the dockyard on the 14th inst.

The jury consisted of Messrs. W. Ross, P. N. Xavier, and W. Drude.

Dr. Smalley said that deceased sustained terrible injuries, death being due to shock, multiple injuries and hemorrhage. The injuries were such as could have been caused by the fall of a heavy piece of iron from a height.

A coolie, who was employed on the crane, said that iron plates were being moved by the crane when it suddenly fell off its stand and crashed to the ground. Witness jumped away, but the deceased was caught by the crane and was crushed. The deceased was pulled from under the crane by another coolie, but he lived only a few minutes.

Answering Mr. McL. Messer (Captain Superintendent of Police) witness said that it was the job of the crane which fell upon deceased. He could not say what the crane driver was doing at the time the jib collapsed.

The crane driver gave evidence, and in reply to Mr. McL. Messer said that the crane was all right at the time of the accident, with the exception that the fixings were a bit loose. The crane was overhauled after the accident, but he did not remember it having been overhauled any time previous to the accident, though he had been employed on the cranes off and on for three years. Just before the accident the jib of the crane was working up and down. Two sheets of iron were brought to him and he was asked to take them along by crane. He was preparing to do this, but as soon as he set the engine working the jib fell down and fell upon deceased. The jib collapsed in this manner because the clutch had worked out. The pin holding the lever which regulated the clutch was in a good condition. He did not take any steps to stop the jib when it commenced to fall; he was unable to do so owing to the looseness of the clutch.

Answering a jurymen, witness denied that he used a wrong lever. All he could say was that the clutch was too slack.

Capt. W. Russell, Government Marine Surveyor, said that he inspected the crane after the accident, being accompanied by Mr. McL. Messer. He found the jib lying on the ground in a distorted condition, due to having fallen on something which had been placed underneath. He examined the levers and found there was no possibility of the jib falling had the clutch been put in gear before the pawl was admitted. The only way he could account for the accident was through the wrong lever being used. The condition of the crane was slack, it was an old crane, and was badly in need of a good overhaul. Witness was of the opinion that the accident was due to a mistake on the part of the driver, though coolies were often in the habit of standing on the plate which was being hoisted with the object of keeping the weight level. It was wrong to do so, and they had been warned against doing this. The ratchet was badly worn and this would affect the proper working of the pawl, and might even have caused the accident.

Re-called, the driver said that the iron plates had not been attached to the crane at the time the jib collapsed.

Mr. T. Neave, Superintendent Engineer at Kowloon Dock, spoke to examining the crane after the accident. He found none of the working parts broken or damaged, with the exception of the jib. He examined the clutches and found them free and working satisfactorily. He also examined the pawl and the ratchet, but did not see anything which would have contributed to the accident.

The Coroner—Then how do you suggest the accident took place?—I suggest the driver made a mistake in operating the crane; he evidently pulled the clutch out of gear while the pawl was also out of gear. He may have done this accidentally; and it may have been that while swinging the crane he put his hand out to work the reversing lever on some other part of the machine and accidentally pulled the wrong handle.

Replying to Mr. McL. Messer, witness said the crane was examined in March last; but since the accident he had renewed the ratchet.

Then the inference is that the ratchet was not a good one before the accident?—It was not absolutely necessary to renew it.

Answering a jurymen, witness said the driver called had had plenty of experience in driving the crane.

The jury returned a verdict of "death by misadventure."

CORRESPONDENCE.

A WAR SAVINGS ASSOCIATION
IN HONGKONG.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The leading article published in your issue of this morning sets out what I believe to be the views of a large number of residents in the Colony. Reference is made to two letters of mine, written some time ago, in which I advocated the necessity for showing that this Colony is not asleep in the matter of the desire of its residents to assist Great Britain financially in the present crisis, by enabling those of small means to contribute towards a War Loan. It is intimated that the scheme I suggested has been dropped altogether. I am most anxious that it should not be, and have again to urge that steps be taken here which will encourage both economy and investment on the part of residents who draw small salaries, and which will be for the benefit of our country, and incidentally, therefore, for the security of their own future prospects. Not only this, but also for the encouragement of others than British subjects; those I mean, who are enjoying the advantages of the protection afforded them by their residence here, and of their ability to trade, and to save a little money, in this British Colony. At present it has not been brought home to them that there is the smallest necessity for their contributing towards the funds required for a speedy termination of the war, and for the purpose of making assurance doubly sure that this Colony will always remain British, and thus that their own security will be firmly established for ever.

There are, I believe, many of these, as there are many poorly paid British subjects, who would be only too willing to contribute if they could. They might certainly be enabled to do so now if such a Committee as I suggested were formed, who would receive, and bank, small sums, until sufficient had been contributed by each investor by means of which an Exchequer Bond could be purchased. But it is not only those who are now anxious to contribute whom it is desirable should be encouraged to do so, but also the very large number of persons who are at present indifferent and who would not subscribe unless they saw some personal advantage in subscribing.

In your leading article it is said that the Hongkong and Shanghai Bank, at Shanghai, have agreed to advance money at the small rate of interest (in this part of the world) of 5 per cent. to those desirous of investing in Exchequer Bonds. Well done, the Bank! But why in this, a British Colony, not merely a Settlement in China, should it be left to a few to aid and encourage such an investment, and to do so at a loss to themselves? The Bank rate is, and has for many years past been, 6 per cent., and it seems to me that it would be very unfair to ask the Banks here to reduce that rate, for one purely British purpose—in effect to contribute themselves out of their earnings, instead of asking the whole community to assist. Moreover, it is extremely doubtful whether those indifferent persons whom I have mentioned would consider 5 per cent. interest any inducement whatsoever to an investment when in many other ways they can secure a safe additional 1 per cent.

We have already had imposed upon us a tax on tobacco, the burden of which is more or less cheerfully borne, but which burden would undoubtedly be most cheerfully borne were the amount thus raised to be used for Imperial purposes in the prosecution of the war. And so, I believe, would the very slight increase of the rates necessary for the purpose of paying an additional 1 per cent. on the amount raised for a War Loan, or for the purpose of purchasing Exchequer Bonds, be borne by all but a very few.

In the meantime I suggest that a Committee of responsible men, who will act as trustees for small investors, be at once formed.—Yours, etc.,

C. D. WILKINSON.

9, Queen's Road, Hongkong,
28th August, 1916.

REVENUE OFFICER AND
OPIUM.

The Chinese Revenue Officer who was remanded on Friday on a charge of being in possession of 5 lbs. of loose opium, was brought before Mr. Hazeland at the Hongkong Police Court yesterday on the same charge. Mr. Beavis defended, but the Magistrate found the man guilty. A fine of \$500 was imposed, the money being paid.

The same Officer was further charged with stealing the opium, and on this charge he was remanded. The allegation is that the Revenue Officer stole the opium from a man whom he searched on the Canton wharf.

INTIMATIONS

LANE,
CRAWFORD & Co.BRITISH MADE
BOOTS AND SHOESTHE "OAKMORE" BRAND.
BROWN MARCHING BOOTS,
GOLF SHOES.

SMART, COMFORTABLE SHAPES IN
BLACK AND BROWN WALKING BOOTS.
STOCKED IN HALF SIZES AND ALL FITTINGS.

EVERY PAIR GUARANTEED.
WHITE BOOTS AND SHOES

All Sizes \$7.50 Per Pair.
"WALK-OVER"
(AMERICAN MADE)

BOOTS AND SHOES
FOR LADIES AND GENTLEMEN.

\$10.00 \$12.50 \$13.50 Per Pair.
SOLE AGENTS:

LANE, CRAWFORD & CO.

An invaluable tonic for all cases of anaemia, sleeplessness, exhaustion, nervous dyspepsia, neurasthenia, effects of overwork.

VEGETABLE
HAEMATOGEN.

Replaces easily all the blood preparations now in use, because it contains the BLOOD-SALTS and CHLOROPHYLL-IRON.

Does not contain ALCOHOL and animal PURINE BASES, which excite the nervous system.

Sold everywhere at \$1.50 per bottle.

Only genuine with this name:

HET CRUYDEN-HUYS.

Sole Agents, Phone 1687.

[1016]

IS THIS
YOUR SMOKE?

IT'S THE BEST.

[1005]

NEW ADVERTISEMENTS

ROYAL HONGKONG GOLF CLUB.

THE 18 holes Course at FAN LING will be open to play from SATURDAY, 2nd September.
The Draw for the "HARSTON CUP" will be published in a day or two. The first round is to be played off by 10th September.
K. M. CUMMING,
Hon. Secretary.
[1066]

CANTON-KOWLOON RAILWAY.

NOTICE.

RESUMPTION OF THROUGH TRAIN SERVICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from TUESDAY, 29th instant, and until further Notice, the following TRAINS will run between Kowloon and Canton and vice versa:

UP EXPRESS TRAINS.

Kowloon	Dep.	8.05 A.M.
Canton	Arr.	11.45 A.M.
Kowloon	Dep.	2.50 P.M.
Canton	Arr.	6.35 P.M.

SLOW THROUGH STOPPING AT ALL STATIONS.

Kowloon	Dep.	9.30 A.M.
Canton	Arr.	5.20 P.M.

DOWN EXPRESS TRAINS.

Canton	Dep.	7.25 A.M.
Kowloon	Arr.	11.00 A.M.
Canton	Dep.	3.20 P.M.
Kowloon	Arr.	6.55 P.M.

SLOW THROUGH STOPPING AT ALL STATIONS.

Canton	Dep.	8.35 A.M.
Kowloon	Arr.	4.35 P.M.

By Order,

A. S. MacKICHAN,
For Manager,
British Section,
Kowloon-Canton Railway.

By Order,

THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.
[1067]

REV. H. O. SPINK—MEMORIAL SERVICE.

A MEMORIAL SERVICE, beginning at 8.15 p.m., will be held in St. Andrew's Church, Kowloon, TO-DAY (TUESDAY), 29th August, in Memory of Rev. H. O. SPINK, formerly Chaplain of St. Andrew's, recently killed in action on the Western Front.
An address will be given by the Bishop of Victoria, to whom the Rev. H. O. SPINK was Curate in Liverpool.
[1064]

TRUE STORIES.

If you have experienced, or know of, a thrilling adventure in real life, send it to the Editor, WIDE WORLD MAGAZINE, 9 Southampton Street, Strand, London, England. Literary style not essential. Good prices for acceptable material.
[1068]

WANTED.

LONDON Firm of Manufacturers is open to engage a GENTLEMAN as representative for China and Japan. Applicants must be well educated, energetic, and of good appearance. Letters (which will be treated confidentially) giving full details of applicant's career, and accompanied by references, should be addressed to—
Box No. 28,
Care of "Daily Press" Office.
[1057]

WANTED.

AN ASSISTANT ENGLISH TEACHER for the Diocesan School.
Apply to—
THE HEADMASTER.
[1042]

DENTAL SURGERY.

WANTED at once, by a Dental Surgeon at Saurabaya (Java), a Japanese or Chinese Dental Mechanic, experienced VULCANIST and bridge-work. Excellent references wanted. State salary required. Replies to be addressed sub "S.S.", Care of "Daily Press" Office.
[1058]

WARNING.

THE GAS COMPANY desires to warn householders against allowing men to interfere with their gas fittings unless such men produce certificates of recent date of employment by the Company.
GEORGE CURRY,
Local Secretary.
[1059]

G. R.

NOTICE BY THE SANITARY BOARD. WARNING TO HOUSEHOLDERS.

HOUSEHOLDERS are warned of the RISK OF INFECTION arising from the practice of allowing persons, who are not in the household's employ, to sleep in the servants' quarters.

Any person (whether adult or child) found in servants' quarters at any time, without the household's permission, may be detained by the householders and handed over to the police for prosecution under the Servants' Quarters Ordinance, 1903.

It is unlawful for any householder to allow any room in his servants' quarters to be occupied by more persons than an adult (or two children under 10) for every 30 square feet of habitable floor space, and 330 cubic feet of clear and unobstructed air space.

If the room contains a cubicle, 50 square feet of clear and unobstructed air space are required for each adult.

By Order of the Board,

W. BOWEN-ROWLANDS,
Secretary.
[1080]

INTIMATIONS

THE BANK OF CHINA.

CANTON.

NOTICE IS HEREBY GIVEN that the Payment of due Coupons of the CHINESE GOVERNMENT 6% INTERNAL LOAN BONDS OF THE THIRD AND FOURTH YEARS will be made by us at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, No. 1 Queen's Road Central, Hongkong, while our Canton Office is temporarily closed.
Hongkong, 18th August, 1916. [1028]

SPEND YOUR VACATION IN BAGUIO (PHILIPPINES).

CITY Built on Fine Clad Hills Swept by Cool and Refreshing Breezes.
5,000 FEET above SEA LEVEL.
65° F. AVERAGE TEMPERATURE.
Eight hours by Rail or Automobile from Manila.
[GOLF, TENNIS, POLO.]

MOUNTAIN CLIMBING TO ALTITUDES OF 9,000 FEET.

FINEST AUTOMOBILE ROADS IN THE WORLD.

Automobile and Horse Race Tracks FIRST CLASS HOTELS.

For Information, address—
THE CITY SECRETARY,
Baguio, P.I.,
or nearest Office of Thos. Cook & Son.
[788]

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"GLENSTRAE,"
Captain J. B. Griffith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 29th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd August, 1916. [1046]

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

OF BATAVIA-JAVA.

NOTICE TO CONSIGNEES

THE Steamship

"S. JACOB,"
having arrived from Singapore, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by August 1st will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on September 1st, at 10.30 A.M. Claims against the Steamer must be presented in writing within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JAVA-CHINA-JAPAN L.N., Agents.

Hongkong, 25th August, 1916. [1056]

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"SHIRALA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Sept. will be subject to rent.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 28th August, 1916. [107]

HOUSES TO LET

OFFICE TO LET.

ONE LARGE ROOM on the Top Floor of No. 2, Queen's Building.
Apply—
THORESEN & Co.
Hongkong, 11th August, 1916. [909]

TO LET.

GODOWN in Duddell Street. Light and airy. J. case overlooking Statue Square. Moderate rent.
For rent on 1 other particulars apply to—
"H."
Care of "Daily Press" Office.
Hongkong, 25th July, 1916. [940]

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIFFITH.
[691]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.
For particulars, etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD.
[685]

TO LET.

From 1st May.
OFFICES, 2nd Floor, St. George's Building.
Apply to—
SHEWAN, TOMES & Co.
[518]

TO LET.

"ROCKLANDS," No. 7, Robinson Road.
Apply—
M. J. D. STEPHENS,
18, Bank Buildings.
[800]

TO LET.

A HOUSE, in Observatory Villas, Kowloon.
Apply to—
AREATON V. APCAR & Co.,
14, Des Vaux Road.
[811]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd.
[623]

TO LET.

OFFICES in Prince's Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
RUTEN, BROCKELMANN & Co.
[572]

TO LET.

NO. 4, DES VEAUX ROAD CENTRAL.
First Floor.
THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHAMSHU, Canton, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., Ltd.
[418]

TO LET.

OFFICES at 2, Connaught Road.
HOUSE in CLIFTON GARDENS, Connaught Road.
Nos. 1, and 2, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
[9]

TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.
THREE-ROOMED FLATS in Humphrey's Buildings, Kowloon.
FOUR-ROOMED FLATS in May Road with every modern convenience, including English Bath and Kitchen Range, Hot Water and Water Casing System. A few Flats specially designed to accommodate three bedrooms at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings
[1006]

NOTICE TO CONSIGNEES.

S.S. "RANDAI MARU."

FROM KOBE AND MOJI.

CONSIGNEES of Cargo are hereby notified that their Goods are being landed, placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by SATURDAY, the 2nd Sept., will be subject to rent.

All damaged Cargo must be left in the Godowns for examination by the under-signed and by Consignees.

No Fire Insurance will be effected by the under-signed and by Consignees.

Bills of Lading will be countersigned by the under-signed and by Consignees.
GEO. GRIMBLE & Co.,
Agents.
Hongkong, 27th August, 1916. [1002]

INTIMATION

WATSON'S

E

THE PREMIER SCOTCH



MILD,
MELLOW,
MATURED.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 16.

ANNOUNCEMENT.

A marriage has been arranged between Miss JAP NYET SOO, ninth daughter of Captain JAP KWAN SENG, of Kuala Lumpur, Selangor, and Mr. LIOU YUEN CHAI, seventh son of Mr. LIOU TAI MAN, and will take place at "Yee Yuen," Happy Valley, Hongkong, on 3rd September, 1916, at Noon. [1068]

DEATHS.

HARMAN.—Killed in action, on August 18th, HUNSON BRADFORD HARMAN, Lieut., Cameron Highlanders, beloved son of Mr. and Mrs. MEREDITH HARMAN, China Inland Mission, aged 21 years.

MAIN.—At No. 2, Benfica Terrace, Shanghai, on August 22nd, DAVID MAIN, aged 70 years.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 29th AUGUST, 1916.

ROUMANIA AND THE WAR.

With the continued success of the Russian offensive interest is reviving in Rumania's probable attitude towards the European conflict. Her hesitation in the past has not been due to any desire to avoid war. It is more or less clearly understood that she will enter the arena just as soon as she is convinced that the right moment has arrived, and this is why her statesmen are now anxiously watching the progress of events in the Balkans and Galicia. Neutrality will not bring Rumania the rewards she is most anxious to receive, and she realises that she must not delay until the military aid which she can offer has lost its highest value. Recent developments point to the fact that the time for action is rapidly approaching. The situation is undoubtedly causing the greatest anxiety in Germany, and it is suggested that the underlying motive of the recent Bulgarian attacks on the Serbians was to strengthen the position of the German diplomats in Bucharest, where, it is stated, von HINDENBURG is himself playing the foremost rôle in the political negotiations. Quite naturally, the Rumanians have grown more cautious in their judgment

of the Allies' successes since the Russians were driven back in the spring of last year just as they were approaching the Rumanian frontier, but the changed conditions between then and now cannot be lost upon such astute observers, and the reorganisation of the Tsar's armies, the ample supply of munitions, and the steadily increasing pressure which is being exerted by the Allies on all fronts will not fail to have effect. For these reasons it is not likely, as one correspondent suggests, that Rumania will wish to see the Russians overrun the plains of Hungary before being convinced of the certainty of the ultimate success of the Allies' cause. Judging from the significant cables which have been coming to hand recently, the country is now making its final preparations for war. A few days ago Reuters informed us that a decision was being delayed because it had not been settled whether Rumania should have an equal voice with the other Entente Powers, or merely an advisory voice, when the peace terms are under discussion. Later it was announced that the Rumanian Government had increased the extraordinary Army credit by eight millions sterling, and had appointed a new Director of Munitions and a new commander of the First Army. To-day comes the news that the King has summoned representative statesmen of all parties to discuss the situation. Previous experience in the war has taught us that no question of political gratitude is likely to influence the members of this conference, unless it be gratitude of that nature which is defined as "a lively sense of favours to come." With the Bulgars fighting side by side with their former enemies, the Turks, against the Russians, to whom they owe their very existence as a nation, and the Greeks disregarding treaty obligations and placing as many obstacles as they dare in the way of their oldest friends, it cannot be expected that Rumania will be actuated by anything higher than self-interest. Rumania has now settled the question of the supply of munitions; her harvest has been gathered in, and everything is in readiness for the ultimate decision. Mr. JONESCO, who holds a somewhat similar position in Rumania to that of M. VENIZELOS in Greece, is convinced that whatever Government may be in power Rumania will go to war. He is a staunch friend of the Allies, and his great anxiety is that his country shall "act in time." In his opinion, Rumania's hour has struck, and if this opinion is shared by the statesmen who have been called together by the King we shall soon see the Allied forces strengthened by a splendidly organised and well-drilled army of some three-quarters of a million men. The outlook in the south-east of Europe will then be profoundly changed.

The total output of the Kailan Mining Administration's mines for the week ending 12th August, 1916, amounted to 49,135 tons and the sales to 39,391 tons.

The Nagasaki Press of August 10th says that 36 fresh cases of cholera had been reported to the Prefectural authorities up to noon the previous day. The total reported up to midnight on August 17th was 241 (of which 90 had proved fatal), including 62 for the country districts.

The Hongkong Police Reserve Orders announce that H.E. the Governor has appointed Mr. T. F. Hough to be Assistant Superintendent of Police (Reserve). Mr. Hough, formerly of the 8th Hussars and subsequently Adjutant and Captain Commanding the Shanghai Light Horse, will take charge of the Mounted Police and Motor Patrols.

Dr. Morrison, Political Adviser to the Chinese Government, who has been staying at Nikko with Mrs. Morrison and their two children, has lately been in Tokio, where he visited the Keio University Library, the Hibiya and other libraries and the Imperial University Library. Dr. Morrison intends to spend a fortnight in Korea before returning to Peking.

While a Chinese lad was riding in a risha in North Cheung Road, Shaing-hai, on the 21st inst., a bomb which was contained in a box in the vehicle exploded. The back of the risha was demolished, but the boy, being only slightly hurt, was assisted to his home by passers-by. No police happened to be in the vicinity, so the coolie got away before he could be interrogated.

LIEUT. ALEC MACDONALD.

AWARDED THE MILITARY CROSS.

Recently the Military Cross was conferred upon Lieut. Alec Macdonald, of the Royal Flying Corps. Lieut. Macdonald, who is the youngest son of Major Macdonald, of Hongkong Volunteer Corps, was successful in bringing down a Fokker a short time ago, and the Military Cross has no doubt been awarded him in recognition of his gallant work on that occasion.

Lieut. Macdonald, who is not yet 19 years of age, entered Sandhurst on leaving college, and quickly passing through, he obtained a commission in the Black Watch as Second-Lieutenant, subsequently obtaining a transfer to the Flying Corps.

STRANGERS IN SERVANTS' QUARTERS.

PROSECUTION BY THE EDUCATION AUTHORITY.

There was a prosecution at the Hongkong Police Court yesterday under the Servants' Quarters Ordinance, when four Chinese were charged with being found in the servants' quarters at Yaumati Government School without authority.

Mr. E. Ralphs, Inspector of Schools, was present in Court.

P.S. Wills, who had charge of the case, said that on Saturday he received a telephone message from Mr. Irving, Director of Education, asking him to go to the Yaumati Government School and to search the servants' quarters for people who ought not to be there. He went to the quarters and found four Chinese sleeping there who had no authority to do so. One of the strangers said that he was a boarder at the school, and another said that though he lived in Shanghai Street he was also a boarder at the school. The No. 1 boy, when questioned, said that the people simply went to the quarters to sleep. Mr. Irving told him (witness) that if any people were found in the quarters other than the boys then they had no authority to do so. The Education Authority did not wish to press the case, seeing that it was the first of its kind which had been brought before the Court.

Mr. Thomas F. Cobb, manager of the Shanghai Office of the British-American Tobacco Co., was married to Miss Mildred Robertson, at Yokohama on the 21st inst.

A man named James Johnson did not answer to his name when called at the Hongkong Police Court yesterday. He was charged with being drunk, but owing to his non-appearance his \$5 bail was exonerated.

This month the Union Church Ladies' Working Party has sent a box of socks, shirts and caps to Miss Miller, at the Highland Clearing Station, France; also, a box containing two hundred pairs of socks and sixty shirts to British prisoners-of-war in Germany.

During the week ending August 26th, one fatal Chinese case of cholera was reported. In the same period there were nine cases of enteric fever (one British, one American, one Japanese, one Indian and the rest Chinese, one of the latter being an imported case), four of which proved fatal. There was also a fatal Chinese case of puerperal fever, and three fatal Chinese cases of small-pox.

THE WAR.

BRITISH BOMBARD KAVALLA FORTS.

ALLIED AIR-SQUADRON BOMBS GHENT.

ITALY'S DECLARATION OF WAR.

ATTITUDE OF GREECE QUESTIONED.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH CAPTURES. MORE GROUND AND MACHINE GUNS.

LONDON, August 27th. General Sir Douglas Haig, in a *communiqué*, says:—We captured a further 200 yards of German trench north of Bazentin-le-Petit.

Seven more machine guns were captured than were reported in the *communiqué* of 25th August.

The enemy's artillery was active in the night-time between the Somme and the Ancre.

The enemy shelled the neighbourhood of Bethune. We retaliated on the enemy at the railway stations and barracks.

STILL GAINING GROUND.

LONDON, August 28th. General Sir Douglas Haig, in a *communiqué*, says:—We have gained ground to the north-west of Ginchy. The weather interferes with operations.

In the afternoon there was considerable artillery activity on both sides. The enemy's fire was directed mainly against our support trenches, especially north-west of Longueval.

Our guns blew up some enemy bomb stores and exploded mines between Armentières and Neuve Chapelle.

The enemy blew up two small mines south-west of Auchy and south of Ypres, but there were no casualties.

The latest captures are four officers and fifty-five others.

SOMME FRONT CALM.

RAD WEATHER CONDITIONS.

PARIS, August 27th. A *communiqué* says that relative calm prevails on the Somme front, the weather interfering with operations.

The Germans twice attacked Vaux Wood, but were forced to return to their trenches.

The Germans attacked along a front of 1,500 yards in the direction of Croix St. Jean, Lorraine, but were caught by our fire curtains and completely defeated.

NOTHING IMPORTANT.

It is officially announced that there is nothing important to report. The bad weather continues.

GERMAN ADMISSIONS.

TELL-TALE DIARIES AND LETTERS.

LONDON, August 27th.

Reuter's Correspondent at Headquarters in France reports:—In the diary of a captured German soldier bitter complaint is made that "During the day one hardly dares be seen in the trench owing to the British aeroplanes flying so low. We see nothing of the 'German hero-airmen.' One can hardly calculate how much additional loss of life and strain on the nerves this costs us."

A captured letter says that the writer's Division lost nearly seven thousand before being relieved. At the end of July the return of casualties for the 179th Regiment showed the percentage of losses to be 64.

German officer prisoners admit that the view is held that the Allies' offensive is only beginning, contrary to what the German newspapers say. They also state that considerable disorganisation was caused by the attack developing where it did, instead of in the Arras region, where it was expected.

THE BALKANS.

(THROUGH REUTER'S AGENCY.)

BULGARIANS ENTER KAVALLA.

SALONIKA, August 28th.

The Bulgarians entered Kavalla on the 25th inst., all the forts, with one exception, being transferred to them, with their armament and munitions intact, in accordance with the orders received by the Greek Commander from Athens on the 22nd inst.

BRITISH WARSHIPS BOMBARD FORTS.

The British warships immediately bombarded the forts.

It is improbable that much of the forts was left standing, as their positions were known.

Seven Greek officers escaped from Kavalla in a boat and arrived at Thasos, where they joined a volunteer battalion now forming against the Bulgarians.

PARIS, August 28th.

An official statement issued at Salonika states that two British monitors and one cruiser bombarded the Kavalla forts, which are occupied by Bulgarians, with one exception.

There has been a cannonade on the Struma and Lake Doiran fronts.

Five fierce Bulgarian attacks against Vitenik, north-west of Kukuruz, were shattered by the Serbian artillery.

Fighting continues in the region of Lake Ostrovo, where several Bulgarian attacks were driven back by Serbian counter-attacks.

SEVENTY THOUSAND BULGARIANS.

ATHENS, August 28th.

An unconfirmed report states that the Bulgarians are operating in the Kavalla region with a force 70,000 strong.

The Bulgarians are treating the Greek population most shamefully. They are installing Bulgarian Authorities.

There are no Germans with the Bulgarians.

RUSSIAN SEAPLANES BOMB VARNA.

LONDON, August 27th.

A Bulgarian official *communiqué* admits that three Russian seaplanes have bombed the town and harbour of Varna.

GREECE AND THE BULGARIAN ADVANCE.

ATHENS, August 28th.

The British, French and Russian Ministers visited the Premier and enquired how long Greece would passively countenance the Bulgarian advance.

They added that the *Entente* had no military interest to defend in Central Thessaly against the invaders, and that there was no risk of cutting off Salonika, which is supplied from the sea.

GREEK MILITARY STAFF.

ATHENS, August 27th.

General Moschopoulos has been appointed Chief of the General Staff, replacing General Dousmanis, who has been given leave. Colonel Metaxis has been relieved of the post of Assistant Chief of the General Staff.

These changes are considered highly important.

ROUMANIA'S ATTITUDE.

BUCHAREST, August 27th.

It is authoritatively announced that the King has summoned representative statesmen of all parties to discuss the situation.

AERIAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

ALLIES' AIR ATTACK.

HEAVY ENEMY LOSSES.

AMSTERDAM, August 27th.

The *Echo Belge* reports that the Allied air squadron bombed the neighbourhood of Ghent on the 26th inst. Two big explosions were heard, and are believed to have been caused by the blowing up of two munition depots. The damage done and the number of victims is rumoured to be very great. In the course of the attack a gunpowder depot at Meirelbeke was blown up. A Zeppelin stationed at St. Denis, Westdem, was damaged.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

RUSSIANS STILL ADVANCING.

COLUMNS AT MAOLA.

PETROGRAD, August 27th.

An official *communiqué* states:—After fierce fighting at Diarbekir, on the Caucasian front, our columns reached Maola, on the Daras river, a tributary of the Euphrates.

VIOLENT BOMBARDMENT ON THE STOKHOD.

An official *communiqué* states:—On the Stokhod, near Toboly, the enemy engaged in a violent bombardment.

ITALIAN FRONT.

(THROUGH REUTER'S AGENCY.)

ITALIAN ATTACK EXTENDING.

ENEMY SHELL BRIDGES.

ROME, August 27th.

A *communiqué* states:—There has been considerable enemy artillery activity in the Trentino, but no infantry attack.

The Italians are steadily extending themselves in the Cima Vallone region.

The enemy shelled the Isanzo bridges and a few shells fell on Gorizia.

GENERAL.

(THROUGH REUTER'S AGENCY.)

ITALY DECLARES WAR AGAINST GERMANY.

REASONS BY FOREIGN MINISTER.

AMSTERDAM, August 27th.

A Berlin official announcement says the Italian Government, through the Swiss Government, has notified that she considers herself in a state of war with Germany as from August 28th.

THE DECLARATION.

ROME, August 28th.

The Foreign Minister, in transmitting the Declaration of War, says German acts of hostility against Italy succeed each other with growing frequency. It is, he says, sufficient to mention the regular supply of military and naval arms and war equipment to Austria-Hungary, and the uninterrupted participation of officers and soldiers and sailors in the different operations against Italy. He states that it is only due to the lavish assistance afforded to Austria that the latter has been able to concentrate a most extensive effort against Italy.

The Minister refers to the return to Austria of Italian prisoners escaped from concentration camps in Germany, at the request of the German Foreign Office, and says that German financial institutions consider Italians alien enemies, and postpone due payments. The Royal Government, says the Minister, can no longer tolerate such a state of affairs, and he points out that the situation has been aggravated because Italy and Germany belong to opposing groups of belligerents.

SITUATION IN CANTON.

IMPROVED CONDITIONS.

MONDAY, p.m.

Everywhere there is quietness to-day and it is difficult to believe that there has been any serious trouble during the last week or two. In the city still more shops are open, and there is a fair amount of traffic in the streets. In Shamoon to-day there has been a stream of coolies carrying goods back to the Chinese City from the godowns on the island. This in itself is a good sign, indicating that the Chinese think that the trouble is over. However, on top of this comes the news that for some reason the through traffic on the railway to Kowloon has not been restored, as was expected, and that Shum on the Sam Sui railway line is enrolling more troops and preparing for a continuation of hostilities.

Shum has stated that he is enrolling men to take the place of those who have been killed in the previous fighting, and he has received word from the Central Government that he must not do so, and that he is to stop fighting and come to terms at once. This, of course, is only talk, and whether there will be a lasting settlement depends greatly on what the new Civil Governor may be able to accomplish in the course of the next few days.

Luk, Shum and Li are still at Shui Hing, and they must have by this time arranged their plan of action. All sorts of arrangements have been reported between this party and Lung, but so far things are still at a deadlock. Last night there was a little firing in the vicinity of Sam Sui, or Pak Ho Tong, but it was a few miles inland and was most probably caused by a gang of robbers. About midnight one big gun was fired, but for what reason or against whom is not known. In the Shek Wai-Tong section all is quiet, and around Wong Sha, though there are more soldiers gathered there than ever, they seem to be in holiday mood.

SHEK LUNG AND THE EAST RIVER.

Tang's men have scattered in many directions, but the most of them have made their way either towards Shum Chun or along the East River towards Wai Chow. In the East River section there has been fighting, looting, and burning during the week-end. They are at present holding the town of Pak Lo, about half-way between Shek Lung and Wai Chow, and although Lung has despatched troops to this vicinity he has so far not been successful in driving them out. It is only a matter of time, however, as without a leader the insurgents will sooner or later be wiped out. At present they seem to be roaming about in small bands of about 50.

Although the railroad has been repaired, so far, through service has not been restored.

ADMIRAL SA.

Admiral Sa is residing and has made his headquarters in the eastern portion of the Water Police Building. The other two ships of his squadron have not yet arrived.

CHINESE NEWS.

The Chinese newspapers publish a statement to the effect that the conditions in Kwangtung have been the subject of discussion in the Lower House in Peking and that the members have decided that Lung Chi Kwong is to blame for the present trouble, and that he ought to be recalled at once.

A Military officer has been sent to Canton to assist in the suppression of the present trouble and to arrange for the disposition of the soldiers in the province. The Central Government are also sending a special official to discuss the arrangements regarding the handing over to the new Military Governor and to arrange about the financial position. These appear as new telegrams from the North, and they all go to show that Lung is sitting tight, and that he means to adhere to the terms that he formulated some time ago. The money question still seems to be the crux of the whole situation, and if the new Civil Governor is able to fix up this matter to the satisfaction of both parties, then a settlement is not far distant. Everything in the City and Shamoon the tone is optimistic, but if things are not fixed up within the next few days, all agree that more serious fighting will be the result.

SHAMMOON.

There is a little business being done in Shamoon, and still more silk is arriving. The telegraph is working, and (Continued on next Column.)

BARON HAYASHI IN PEKING.

PRESENTATION OF CREDENTIALS.

The new Japanese Minister, Baron Hayashi, had an audience of the President of China on the 19th instant, at which he presented his credentials, of which the following is a translation:—

"Your Excellency, the President:—I have been accredited by the Emperor of my country to this country as his Minister; and I deem it a great honour to have an audience of Your Excellency and present my credentials. In my humble opinion—both my country and your country being next-door neighbours, their territory lying adjacent to each other—we have a close connection and in many respects a common interest.

"The political upheaval in this country has now subsided and both the North and the South are reunited. Your Excellency has assumed office to the great satisfaction of the people. It is hoped that hereafter the foundation of this country will daily become more and more stable; and the relations between this country and my country will be strengthened.

"I am now once more accredited to this country by our Emperor, and I deem it incumbent upon me to do what I can for the cultivation of friendly relations between the two countries in order to promote our common interests and the advancement of each other. It is my earnest hope that Your Excellency will accord me your co-operation and enable me to perform my official duty as a Minister. I venture to express my sincere hope for the prosperity of the Republic in the career it has entered upon, and that Your Excellency will enjoy good health."

PRESIDENT'S REPLY.

The President made the following reply, which was translated into Japanese by Mr. Sze Li-pan, Secretary of the Waichiao-pu:

"The President is greatly pleased to receive the credentials presented by Your Excellency, who has been accredited as Minister to this country by His Imperial Majesty the Emperor of your country, and to listen to your words expressing your desire to strengthen the friendly relations between our two countries. China and Japan are next-door neighbours, and our relations have been intimate. I have always regarded as of great importance the cultivation of friendly relations with the foreign Powers, and the Government of this country will do its utmost to further and strengthen the friendly relation hitherto existing between China and Japan. Your Excellency has previously been a Minister to this country for a number of years, and through your service, the diplomatic relations between both countries have been very cordial. Now you are once more accredited to this country, and this bears out the fact that our desire to cultivate friendly relations with our neighbour has found a response from His Imperial Majesty the Emperor of your country. You may count upon my co-operation in the course of our official relations. I hereby beg to tender my hearty greetings to His Imperial Majesty the Emperor of your country, and to you, his Honourable Minister."

JAPANESE LOAN TO CHINESE REVOLUTIONISTS.

According to the *Jiji* (Japan) negotiations have been in progress between the Bank of Formosa and Mr. Tsen Chun-huan regarding the latter's request for a loan. The Japanese bank, with the Government's approval, has now signed a contract to advance ¥200,000 to Mr. Tsen, though the latter is described as having had no time to obtain Peking's permission for the deal. The loan is said to be secured on a "certain tax" in Kwangtung, bearing interest at 6 per cent, and redeemable in two years. The *Jiji* adds that no matter whether or not the loan is to be used to finance operations against General Lung, it is a private accommodation by the Bank of Formosa and has no political significance whatever. It need scarcely be pointed out that the Bank of Formosa is a semi-official institution and would not advance such a sum of money without the knowledge and the tacit (if not formal) consent of the authorities.

PROMISE OF FINANCIAL CONTRIBUTIONS.

The Ministry of Finance has received telegrams from Kiangsu, Shantung, Chekiang, Szechuan, Honan and Shensi, promising to send contributions as before from this month.

WORLD'S WASTE OF CATTLE.

A CHANCE FOR CHINA AFTER THE WAR.

As we suggested last year, China should have an opportunity after the war in helping to replenish the world's waste of cattle. For some months Japanese and Russian cattle dealers have been exporting cattle from Shantung to Russia in large quantities (says the *N.Y. Daily News*), and, if there are any far-sighted Chinese interested in the cattle-raising industry, they should realize that now is the time to make a start, not only toward the replacing of the cattle China has exported, but to embark on the cattle-raising business on a large scale, for Europe will need more cattle than South America can supply.

Considerable attention is being directed to the very serious depletion of live stock in Europe generally caused by the war, but particularly in Germany, Austria and Belgium, says the *Financial Times*. "There is, of course, no doubt that stocks of cattle have been very severely reduced in the last two years. Estimates vary with regard to Germany, accurate information being, of course, very hard to obtain, but it is probably within the mark to put the reduction as compared with 1914 at about a third, while similar conditions prevail in Austria, Belgium and Serbia. Depletion of stocks on a smaller scale has also taken place in other belligerent countries and even in some neutral States."

"It follows that when peace is declared and the seas are once more free to shippers there is likely to be a very great demand for meat and cattle, especially bulls for breeding purposes, and at high prices. The great cattle raising countries, such as Argentina, Uruguay, Brazil, Canada, Australia, New Zealand and South Africa, should benefit extensively in consequence. The United States are not likely to be a formidable competitor, since with their ever-increasing population they are rapidly overtaking their supplies of cattle and meat, and their resources as regards tinned stuffs must have been trenchant upon by the war demand. It is stated, indeed, that American capitalists are freely purchasing land for cattle raising purposes in South America, and this not only to meet the European demand after the war, but also to provide for their own national wants."

SHIPPING NOTES.

THE PACIFIC MAIL STEAMSHIP COMPANY.

The three Dutch-built vessels which the Pacific Mail Steamship Company bought for the re-establishment of its trans-Pacific service to the Orient, have been transformed (says the *N.Y. Daily News*) from coal consumers to oil burners. The new service was to start from San Francisco on the 19th instant.

The three sister ships, *Venezuela*, *Venezuela* and *Columbia*, were secured by the Pacific Mail after the American International had bought that company. Although only a year old, the boats have been changed over to oil burners. Economy will result greatly from this transformation, as oil will be much cheaper than coal to buy and smaller tender crews will be necessary to handle the oil burners.

Another factor entering into consideration in this change is the probable increase in steaming radius, as sufficient oil can be carried from San Francisco to take the boats across the Pacific and back again to Honolulu. The dead-weight capacity of the boats will have increased materially, and additional source of revenue, assured for the east-bound trip.

With the elimination of coal bunkers there will be available for freight more room, which will mean much in dollars and cents in these days of Gold \$20 per ton for trans-Pacific freight rates.

POLICE FORCE ETIQUETTE.

QUESTION OF A SALUTE.

Police circles are rather perturbed at the moment, says the *T.O.M.*, by a curious situation that has developed from an incident of a more or less trivial character, but which, as affecting a matter of principle, is being watched with anxious interest by those concerned.

It is stated that a little time ago a veteran chief inspector happened to offend a junior probationer in the department by failing to give him the salute to which fully fledged officers of the senior branch of the Force are entitled. The probationer in question is said to have attended a parade or some such formal function at which he was under instruction at the hands of the chief inspector.

He is reported to have arrived after the function was started and was duly greeted in the ordinary manner by the inspector, but demanded to be saluted. The inspector seemed surprised, and replied that only duly qualified officers of the Force had hitherto demanded that formality. But the probationer officer insisted.

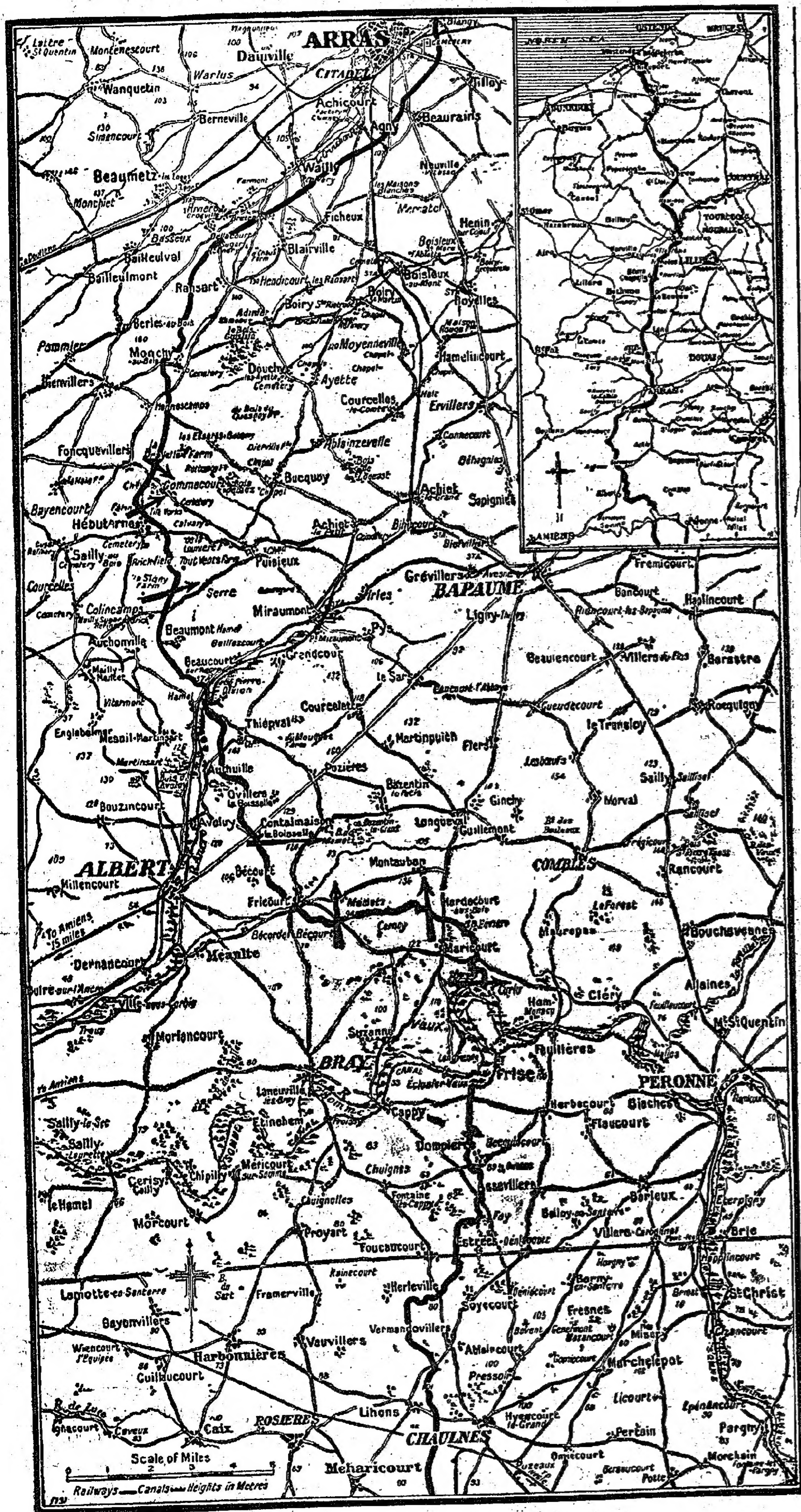
What exactly followed is not very clear, but the chief inspector is said to have stood his ground, on the score that in his experience of about 20 years a probationer had never before been entitled to the salute.

The question developed into a fine point of procedure and had to be referred to the head of the department for decision.

In the meanwhile the Chief Inspector found his attitude strongly supported by his colleagues, and finds himself committed to stand by his action on behalf of the remainder.

What will come of this deadlock is now matter of lively conjecture and of intense concern to the "brazen wheels" of the Force.

THE BATTLEFIELD OF THE SOMME.



The approximate front before the offensive began is shown by the black line. Arrows indicate the main points of advance on the opening day.

A NAMELESS HERO.
ONLY AFRAID OF FEAR.

Midnight was close at hand, and an end was in sight, though by no means come, to the long day of unremitting toil for the R.A.M.C. staff. The perspiring bearers had no more than another thirty or forty stretchers to carry ashore; but they handled each one as delicately, with the same gentle consideration for their precious freight, as they had shown when fresh, after a very short night's rest, at nine o'clock that morning.

"But, of course, they would be very gentle and considerate; naturally they would take every possible care in handling our dear wounded heroes," a lady said to me not long since, when I was telling her of the fine work of the R.A.M.C. men. Yes, yes, but I rather object to the "of course." Let the amateur lady or gentleman, with the best will and heart in the world, try carrying stretcher cases with hardly a pause from nine a.m. till midnight, in stuffy July weather, and they will find their goodwill, and even their strong muscles, will fail them pretty badly after the first three or four hours. Scientific training, patiently inculcated discipline, and a very real *esprit de corps* have gone to the perfecting of this fine service, as one sees it on the landing-stage at Southampton to-day. And then, on top of all that, we come to the heart and the will; to the really fine devotion to duty. There is here a deal more than the conscientious discharge of duty. Any intelligent observer who has watched the system at work during the past week or two will share my objection to the outsider's "of course."

I was turning away from talk with a walking case, a young lieutenant, wounded in hand and arm, but in towering spirits. He had been sitting on the side of a cot, and was off now to his train. In turning, my eye caught a slight movement in the end of that ward, almost the only cot I had not visited, though I had glanced more than once at its much-handled occupant. One rather avoids these head-banded cases, lest one should tempt a man to talk when he would be better doing or keeping still. However, he could not ignore this gesture, and so, presently, was introducing myself to Major — second in command of a Service Battalion which made a fine name for itself before it had been three months in trenches.

THE BRAVEST ACT.

"I heard you asking that lad what was the bravest act he saw in the break through the Boche second system. You didn't ask me."

"Because I saw all your head bandages, and I thought you'd be better without talking."

"No, my jaws are all right." (It is queer the way one sees the smile creep out from under the bandages in these cases.) "Mine are head scratches—nothing to write home about—anyhow, I'll be out again in a month, please the pigs. Yes, a brave lad that, I should say: the chap you were talking to. It was fine the way he got that Boche machine gunner. And one could see in his face, and the careless way he talked of it, he is naturally a brave chap; comes to him. Fine, that; and, thank God, our New Army's just full of it: full of it. Great versatility, you know, in the New Army. We've got some of all sorts. The majority are very brave, I think—naturally brave; and here and there there's a chap not naturally brave, and sometimes, you know, it may be he's the bravest of the whole lot. I sometimes think so. We've got the spirit and the atmosphere in our Service Battalions. That's the main thing."

"We've got it. The French army has it. The Boche. Oh, he has his magnificent discipline, the most wonderful organisation, the biggest military machine in the world. But he has not got, and under the present regime never will have, the spirit, the atmosphere that we had in our old Army and that we have in the New. The French have it. The Boche hasn't got it. No machine can produce it. It's a thing intangible and indescribable; the fighting spirit; the no-surrender tradition; the free atmosphere, in which each man is determined to see the show through; not because some officer or non-commissioned officer will give him hell if he shirks it—that's how it is with the Boche—but because—because of the intangible something in the atmosphere of his battalion, in which he lives and is trained, and in which he will die, if need be, quite cheerily. The Boche can't produce it; never, never, never. But, thank God, our New Army's got it, just as sure as ever the old Army had it; and it—it's invisible, believe me."

STORY OF A BOY.

"But you're in a hurry." "No, no; not a bit of it. Here, let me light that cigarette for you. Right. Do go ahead."

"Oh, it's nothing, but I just thought I'd like to tell you about a boy in my battalion, if you're sure you've got time. He was rather like that lad who's just gone, to look at; no older; bit thinner, and, in temperament, about as different as I imagine, a rather over-trained, inbred racehorse is from a prize ox; his name was, but you'll not mention that, of course, will you? You mustn't on any account mention his name."

I nodded. The cigarette had to be lighted again, but it was rather a waste of matches. Major — felt what he was talking about a deal more than he would have owned. That was obvious.

"I'd never had any particular track with temperaments. We don't, you know, in the Army. That is, we didn't. In the New Army, of course, we get all sorts. It's national, you see. Well, I recognised the signs fairly early in young

—; from things one has read, you know. But, somehow, it didn't put me off him at all; I liked the boy from the first when he came to us from the depot company, a month or two before we went out. I got the commanding officer to post him to our "B" Company, because the officer in command of that company—you won't see him, I'm sorry to say, ever—was very much a Sahib, and a very patient, kindly chap. But, even to him, young — was never confidential in the way he was with me. He told me all his troubles, or most of them, and naturally, I helped him all I could.

"He hated the sound of his own voice, you know, on parade; that kind of boy; but, begad, he fathered and mothered his platoon till, upon my word, he knew the precise condition of every man's socks. 'Simpson,' I heard him say to one of his men one night, when neither of them knew anyone was within hearing, 'you haven't given me a letter for your mother for three weeks, and you've written half a dozen to girls and pals this week. Nothing to do with me, but—eh? I should if I were you.' And I'm open to bet Simpson did. The boy may have molly-coddled 'em a bit; but there's no doubt they loved him; and nobody could find fault with the discipline of his platoon, for he'd only to lift a finger and the whole lot of 'em would have walked over a precipice for him."

A REVELATION.

"It was two nights before the first advance, when we were back at —, in billets, that I first learned he was afraid, mortally afraid. No one else had ever guessed it, I'm certain; and I never should. But he told me, and there was no mistaking the fact that he was in agony over the telling. It wasn't straining he feared. He wasn't afraid of Boches, or of being killed, but he was mortally terrified of being afraid, afraid of Fear; that was his trouble. You might think it a small matter, fancy, and so on. Well, I know what I'm talking about, because I had always kept an eye on the boy, and after this I kept two eyes on him, hard."

"You may have heard that our battalion rather distinguished itself. We were in the first advance, and others. Ten minutes before I was knocked out young — was killed, by a bomb. He lived for about three minutes after he was hit, and he died in my arms. I was glad he died, and I think he tasted greater happiness in dying than he'd ever have known in living, since the war began any how. He'd lived, without being wounded, through nearly a fortnight of the most hellish fighting ever known. But so did thousands of others, you say. Yes, but it was different with —. Now that boy who's just gone ashore—bless his heart! His kind are the salt of the earth, and the glory of the Army. The whole business was glorified football to him, the breath of his nostrils. He was dancing happy, from first to last; and now he's got a German lieutenant's helmet, taken in fair fighting; and he's no happier lad in England. And he deserves all he's got, and more. But with my lad, with young —, I tell you that fortnight was not less than one long intolerable crucifixion to him, because of the terror that went everywhere with him, and never left him for a second; the ghastly fear of Fear; the dread that he was going to be afraid, and disgrace himself and the platoon that swore by him."

A MATTER OF TEMPERAMENT.

"Eh, but believe me, that was bravery, if you like. He was a poet, you know. No, I mean actually. He had published verse, and was to make his living writing. I had some little talk with him nearly every night all through that terrific time. Nothing could reassure him, nothing could teach him, he could not learn to trust himself. Even killing a Boche with a bayonet, as I saw him kill a big chap of the Prussian Guard just in time to prevent the same chap killing one of the platoon, even that taught him nothing; and, as a rule, the first killing with the steel teaches a whole lot, you know. No, he was incurable, and apparently he could not get killed."

"Anyone else would have been killed fifty times over. He showed no regard whatever for his own safety. He gave himself no chance at all. He courted death, and death looked the other way every time. I don't mean in the least that he committed suicide. Not a bit. What I mean is, that he showed more utter and self-forgetful, unconscious bravery than anyone I ever saw in my life. At least a dozen times he must have deliberately stepped out into a hot fire to pick up and carry in one of his own wounded, and three times, to my knowledge, the wounded man was hit and killed in his arms, while he went untouched."

"Brave! He was a knight of old chivalry. More fearless acts no poet ever wrote about than he performed a dozen times a day during that fortnight. And all the time I knew, and nobody else but himself knew, that he went in mortal fear, afraid, as most soldiers never have been—not of being killed, God knows, but of being afraid. He was smiling like a woman when he died." He said, "They never guessed. I'm so thankful that I —" And then he was gone. But I knew well what he would have said."

BEST AND BRAVEST.

"I wish I knew how to tell you properly, but it's hopeless. Only what you asked that lad make me think of. I've been a soldier all my life. I've seen more than one win the V.C. But I never have seen, and never expect to see, any such bravery as young — showed in the last fortnight. The public will never hear of him, and he wouldn't want 'em to. But if you ask me what's the best and bravest I've seen, why, I tell you of all the brave men buried behind the Somme and the Ancre, and behind Verdun, there's not one—not one, in my belief—braver than the junior platoon commander of my battalion, young —."

A minute later the stretcher-bearers came for Major —, and he was taken ashore. I did no more talking, but went straight back to the hotel, and now I have written out what he said; his tribute and mine, to a hero who shall remain, as he would have preferred, nameless.—Daily Telegraph.

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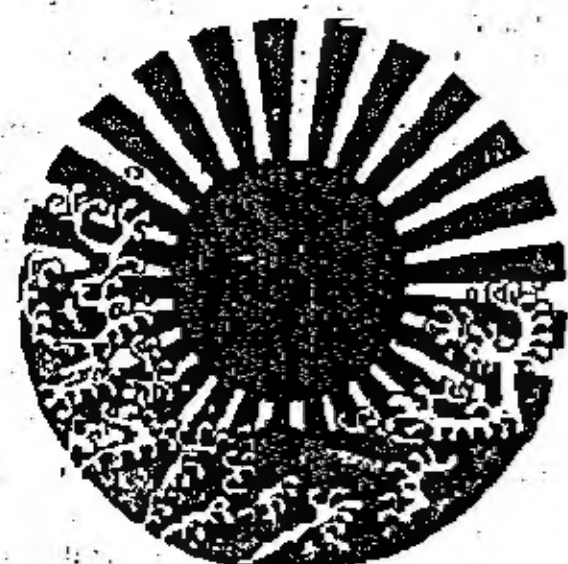
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BRITISH TRADE INTERESTS.

EXPERT EVIDENCE.

If any additional evidence were required of the necessity for safeguarding British trade interests after the war, says *The Globe*, it is to be found in abundance in the summaries of the evidence taken by a sub-committee of the Advisory Committee of the Board of Trade, and recently published as a White Paper. The conclusions reached by expert witnesses are overwhelmingly in favour of tariffs to prevent dumping, and conviction is so firm on this aspect of the question that substantial import duties varying from 10 to 30 per cent, are suggested, in some cases for a term of years, but usually without such limitation. It is important to notice, in this connection, that in several instances prohibitive duties are proposed.

The evidence covers a wide field of industry, as may be judged from the list of trades on which evidence was taken. This embraces paper, stationery, jewellers and silversmiths, cutlery, fancy leather goods, brushes, toys, other than mechanical, table and lighting glass, china and earthenware, mechanical toys, printing, electrical apparatus, glass bottles, and flint and laboratory ware. This is sufficiently comprehensive, it will be admitted, to be taken as representative of British manufacturing interests as a whole.

SOME OF THE RECOMMENDATIONS.

It is instructive to observe some of the recommendations in detail. With regard to paper manufacture, for example, we find the plain statement:—

English manufacturers have no objection to meeting prices based on the cost of production, but they object to a price which is artificially less than the cost of production. To under the trade safe against dumping, an import duty of 15 per cent, would be desirable.

There is no hesitation as to the means to be employed to safeguard the industry. An import duty of a substantial character must be imposed. The evidence shows that the trade sees the remedy clearly, and does not regard a tariff as "anti-quated machinery."

Again we find recurring in the evidence the argument that something must be done for the security of capital already invested or to be invested when assured of an adequate safeguard. With respect to the jewellery trade, for instance, we read: "Some protection should be afforded to those who have invested capital in capturing trade formerly in German hands." The question of security crops up at once.

One large manufacturer, finding that his silver trade had been almost stopped owing to the war, is making cheap ornaments, such as have hitherto been made in Austria-Hungary, of copper and soft metal. He has established certain machinery, and would now turn more, but is afraid that after the war the market will be flooded with foreign goods and that his machinery will be useless.

Into the toy trade we find that another element enters in addition to the dumping menace. This is the question of cheap labour. "German manufacturers employ family or home labour," says the evidence, "and this is a danger to the very highest degree. Hence they produce more cheaply than we can." This is a danger intended to deal with the commercial situation after the war. What is the remedy proposed? Here we have the trade's view.

Apart from the technical skill required, the only way of meeting German competition is to institute a tariff on all toys imported, with a higher tariff on toys produced wholly or in part by family or home labour.

This is the argument of differentiation of the incidence of a tariff which we, says the *Globe*, have repeatedly urged. To imposing of an import duty must be with due regard to the circumstances. It is noticeable, moreover, that a preference in favour of our Allies is mentioned, another proposition that we have supported time and again.

Finally, the *Globe* directs attention to the suggestions of three industries—paper, fancy leather goods, and electrical apparatus—that there should be established a Ministry of Commerce. This also we have advocated many times. It says, "The paper trade evidence contends that such a department 'should have commercial and not political brains': that the business interests of the country demand a distinct department of the Government to deal with questions as they arise." It is altogether preposterous that important, even vital, matters affecting the commerce and industry of the country should depend on the whims and probably the ignorance of a mere party politician who may chance to have been pitchedforked into the Board of Trade as a reward for party services. Instead of the Board of Trade being treated as a training school for Ministerial preferment it should at once be raised to the highest Cabinet rank. The old ways are gone. We have benevolence to follow new paths. Commerce and industry are coming into their own as the sources of national prosperity.

"We are entering on a new age. It is imperative that we should be armed at all points worthy to sustain our part as a great manufacturing and industrial community."

The views thus strongly expressed are shared by a large number of people. They are open to criticism, but reflect an increasingly strong opinion.

BRITISH AND GERMANS AT GRIPS.

A HUNGARIAN'S VISIT TO THE SOMME.

A Hungarian war correspondent with the German Headquarters on the Somme describes the events in that quarter in the *Pesti Naplo* in a message dealing chiefly with the German effort to withstand the onslaught of the Allies. "It was," he says, "a most difficult task, for the rearmament of the artillery fire ever since the offensive began was unexampled in this war. I have seen and spoken to men who have withstood the first seven days of the English bombardment when every trench and every position were blown flat, and when no hiding place could stand it still. How they managed to do so is a mystery, for they themselves say that no bird or animal even underground could have stood the strain." Continuing, the correspondent says, that after these men had reached the base again, after their seven days of suffering, many of them whom we were young-looking and brown or fair a week before had now grey hairs. They looked old and miserable, exhausted "like miners who were rescued after being buried alive many thousand feet under the earth."

The German soldier, according to this correspondent, carries out his orders to the last, and "many a time during these eight days of immense sufferings they showed fine discipline. Many of the men who have fallen victims to the English and French attacks died quite willingly. In some cases the orders were given to some men with the machine-guns, after the others had withdrawn owing to the attacking fire, to work their guns when the attacking party approached. These men were all volunteers for the work, and they realized the nature of their sacrifice. They swore oaths that they would not abandon the machine-gun until the last, some had themselves tied to the gun before their comrades left so as to be sure they would resist the temptation to escape or to surrender." A whole column is devoted to the heroic deeds of the German soldier and another to the dash and cheerfulness of the English, who are described as "the most respected enemies of the German soldier to-day."

As regards the advance itself, the Hungarian correspondent does not look upon it with the eyes of his German colleagues, who describe it as a minor result compared with the efforts and sacrifices made. He characterizes the Allied offensive as a "slow but persistent push," carried out with as little risk as possible under the circumstances, and resembling the German policy at Verdun of a systematic, slow but sure advance, with the exhaustion of the enemy as the real objective. "The question is," he continues, "which of the two will be the exhausted first. The English are in a position to throw in their main forces, consisting of an intact army of millions, of which they cannot employ more at a time than 20 to 25 Divisions, and which they can reinforce by their existing and newly-trained units for another two years if their section of the line does not grow as time passes." Here follows a long deletion by the censor, and then the article continues: "Whatever be the case, the German Army stands to-day before the most gigantic task it has had to face during this war, and will have to show the world once again that it is as hard and tough to-day as it was at the time of its entry into France."

THE LAST GREAT TASK.

As a matter of fact, they are far from being as hard and tough as they once were. A Hungarian gentleman who spent some weeks lately in Germany, and reached here a few days ago, tells quite a different story. A few weeks ago, he says, the whole of Germany swarmed with new and ready troops, everywhere could be seen nothing but soldiers, the theatres and cafes were full of them, whilst now they have disappeared, and only the wounded remain. All the available men have been sent to the different fronts from the interior; men can now no longer be shifted from one theatre to another. They had collected reserves within the country for an emergency, and that emergency has arisen. The boys of eighteen, who were being trained ever since December last year, are now with the colours, and the wounded, as well as those who were at home on leave as agricultural workers, have been called back to their units before they could begin their harvesting. In their places another 100,000 Russian and French prisoners have been given to the farmers. The whole of Germany's manhood is employed to-day in the gigantic task of keeping their gains in France and Russia, the "last and greatest stroke" to be delivered by them, breaking the enemies' strength for the last time.

A REASON FOR THE VERDUN ATTACK.

THE IRON AND STEEL OF BRIEY.

Perhaps some explanation for the persistence with which the German forces have sought to take Verdun may be had when it is considered that the maintenance of the present Torton line is vital to the insurance of the great iron field in the basin of Briey (says the *Cable News American*). It may be recalled that one German authority is quoted as saying that if the production of pig iron and steel had not been doubled since August 1914, the continuance of the war would have been impossible, and at present statistics show that the mineral of Briey is furnishing over 60 per cent, of the iron and steel used by Germany. The basin of Briey, the gazetteer informs us, lies between Verdun and Metz, and as long as the foremost of the German trenches can be pushed up against the defence of Verdun, this great iron field is a distinct asset for the Torton forces. Determination to hold this advantage may be as answer to the question why the Kaiser and his advisers chose to assault the French line in its strongest fortified sector.

The Philadelphia *North American* quotes the Italian historian, Ferrera, as pointing out this consideration more than a year ago, when he suggested that in case of victory Germany would demand rectification of the frontier by including the Briey region in the empire. He

(Continued on next column.)

GERMANY'S PEACE TERMS.

THREE PHASES—AND THE FOURTH.

The difference between peace parties and war parties in Germany always reminds me of the difference between the penitent and the impenitent thief, and I doubt whether the penitence of the penitent is attributable to any more laudable motive than a growing fear of consequences, says Francis Gribble in the *Evening Standard*. Be that as it may, however, the numbers of the penitent are obviously increasing, and the talk about peace is consequently assuming a new tone. The changes which occur in that tone from day to day may be too slight to be noticeable, but a careful retrospective survey shows a developing attitude which has passed through three distinguishable phases. Three different kinds of peace have been proposed, each with its appropriate epithet—a victorious peace, an honourable peace, a reasonable peace.

The victorious peace is the only one of which the terms have been precisely formulated by persons speaking with authority. Those terms, originally embodied in the confidential memorandum presented to the Chancellor by six great industrial associations in May of last year, have since been set forth in pamphlets. They include the annexation of Belgium, of the industrial districts of the North and East of France, of the Briey mining district, and of the fortress of Metz, Verdun, and Belfort.

REPUTED BY THE CHANCELLOR.

That is the programme which the Chancellor expressly repudiated the other day in the *Norddeutscher Allgemeine Zeitung*. It was, of course, only feasible on the assumption that Germany was going to "have down," and would be in a position to dictate her terms. As that assumption was gradually seen to be rather remote and shadowy, the talk about dictating a victorious peace was left to fanatics like Bassermann and Reventlow, while men of sense suggested that an honourable peace might be concluded as the result of a square deal, if only the enemies of Germany would take the first conciliatory step. That was the stage at which the Chancellor invited his enemies to look at the war map; and it may be said to have lasted until his enemies had made it quite clear to him that their idea was to alter the war map first, and talk about it afterwards. What he was then prepared to give up, and what he was still determined to insist upon, is uncertain, and does not much matter. His hints, in fact, have varied from time to time, though he has been consistent in always wanting the pushing back of the Russian frontier, and certain undefined guarantees with regard to the future of Alsace-Lorraine. Presumably his mind long has been, and still is, in a state of flux on the subject, and he shall probably find him, in the course of the next few days, falling into line with that committee which is now sitting, under the presidency of Prince Wedel, to hammer out the conditions of a reasonable peace such as Germany might agree to, under pressure, without too great humiliation or too bitter disappointment. What will those terms be?

PEACE AT ANY PRICE.

No one can say for certain, for the fortune for war may modify German ideas from day to day, but there have been many indications telling us approximately what to expect. The claim to annex territory will be dropped, and so will the claim to an indemnity. It is possible that Germany will offer a partial compensation to Belgium, and a small territorial concession to France. The territory offered, however, will not be in Lorraine, where the mines are, but in the less valuable parts of Alsace, and those offers will not be unconditional. In return for them Germany will ask for certain privileges with regard to ports, railways, canals, and Customs houses, which will enable her to resume her policy of peaceful commercial penetration, and prepare for a fresh bid for the hegemony under more favourable auspices in ten or twenty years' time.

That, I think, is what Germany will very soon beg us to regard as a reasonable peace; but there is no reason whatever why we should do so. If only we are patient, we shall see this third phase yield to a fourth—a phase in which the hunger and clamour of the populace will constrain the leaders of the people to admit that peace at any price will be better for Germany than the further prolongation of the war.

wrote:—"This slight enlargement would be enough, in fact, to turn upside down from top to bottom the whole balance of the old world. It would reduce all continental Europe to vassalage under a protectorate of Germany, and would put England and her empire in the greatest danger that she has run in all her history."

Now, if we understand that the territory of Briey in French Lorraine contains, perhaps, the most colossal and the richest layers of iron in all Europe; that Luxembourg, also, is very rich in iron; that in the French territory now occupied by the Germans near Belgium there are the richest mines of coal in France, some of them being among the richest in the world, the conclusion is clear. If Germany could succeed in getting possession of Belgium and Luxembourg and in swelling her boundary to the disadvantage of France she would be gaining possession of almost all the mines of fossil fuel and iron in Europe. Exception being made of Russia, she would have almost a monopoly on the continent of metallurgical industries.

It has been suggested that the Germans were eager to take Verdun because of its historical significance; in 1843 a treaty was signed there which marked the beginning of Germany as a distinct nationality. But whatever the weight given to this consideration of sentiment, the economic reasons pointed out probably figure still more largely in the determination to decide the issue of the fighting waged without cessation for so many weeks.

BRUSILOFF.

RUSSIA'S GREAT GENERAL.

(BY HAMILTON FYFE.)

Were I King, Emperor, or Sovereign People, I would have no generals in my service older than forty-five. If a man is not capable of commanding an army at that age, he never will be. After that age he loses more and more every year the energy, the enterprise, the desire to be up and doing, not waiting to see what the other side intends, all the qualities which are so necessary in war.

Yet to this rule I would make an exception, and it would be in favour of General Alexei Brusiloff. Never did anyone illustrate more aptly the truth of the saying that "a man is as old as he feels." General Brusiloff is sixty-three, only two years younger than General Ivanoff, whom he succeeded recently in the chief command upon Russia's south-western front. In everything but fact there is twenty years' difference between the two men. Ivanoff is big, slow-moving, old-fashioned in his views. Brusiloff is spare, alert, modern. As I sat and talked to him in the bare room from which he directs the operations of one of the three groups into which the Russian armies are divided, I felt at once that his mind worked quickly, that he is for ever "pushing and going," that he is first, last, and all the time a man of action.

His face tells this. Dark, steady, searching eyes and a nose with a high, commanding, curved bridge give him the look of an eagle. No pale cast of thought here. No student or professor, this. Firm chin, vigorous jaw-line. When this man begins a task he will carry it through to the end, as he carried his Carpathian campaign. It was he who overcame all the difficulties of that surprising adventure. Spite of winter, spite of deep snows, and terrible cold, he pushed on till he had won the whole ridge of the mountains and was ready to push his troops down into Hungary.

No fault of his that the efforts and the victories named are his. He has his place in history. He has made new records in the annals of war. Never before, I believe, has an army taken prisoners to the number of twice its own strength. General Brusiloff's army averaged about 180,000. It never exceeded 200,000. At times it dropped as low as 100,000. He captured in all 350,000 Germans and Austrians, with 400 guns. "And how many machine guns?" I asked him. "I forget. Thousands," he replied.

His success he attributes to the courage of his troops and to the policy which he followed of never giving the enemy any rest. "The best strategy and the most successful tactics lie in attack," he told me. "Don't let the enemy choose where he will hit you. Hit him first; keep on hitting him. Give him no rest." The general's close-cropped, stubby hair seemed to bristle as he spoke. His longish but thin and little-noticed grey moustache quivered. "Yes, that is the way. Always attack. Even if he is stronger, attack him. Keep him guessing. Puzzle him. Make him wonder what you are up to."

"But that means heavy losses!"

"No, no, not if your attack succeeds. Attacks which fail, like the German attacks at Verdun, are terribly expensive. But successful attacks cost very little. I only we had had munitions this time last year. . . . He shook his head, regretfully. He half-closed his eyes, and could see again the dim vista of the plains of Hungary, upon which he looked down from the heights of Carpathian crests. He was thinking of what might have been. . . . But men of action do not give way to futile regret."

"Now it is different," he said briskly. "We have abundance of everything, as you have seen for yourself. We are ready, and we shall be very glad when we get orders to prove it."

General Ivanoff was immensely popular in this south-west command, but General Brusiloff, by his reserved and his character, has already, I think, inspired more confidence. The two men are curiously unlike. They have only one thing in common: that they both belong to the Regular Army and not to the General Staff. In Russia, as in other Continental armies, staff officers are separated, usually from the very start of their career. As a rule they are given the high commands. Both Ivanoff and Brusiloff reached their positions without the aid of this valuable stepping-stone, and both reached them by hard, useful work. In every other respect they are at opposite poles.

Ivanoff, the son of a peasant-proprietor, has remained in essentially a peasant all his life. He lives in the simplest fashion. Prefers soldier's food to any other. Sleeps on a soldier's truckle-bed. When he was in command at Kieff and had a palace to live in he furnished very plainly three small rooms and lived in these, leaving the rest empty. I need hardly add, after this, that he is unmarrying a rich wife. He preferred to be a bachelor and play his own hand. Modesty he carries to an almost morbid length. One of the censors on his staff told me he was quite angry because a newspaper telegram was passed praising his conduct of certain operations! A man accustomed all his life to working continually, he liked doing for himself many things which a commander-in-chief ought to make others do. A self-made man, in short, with very fine qualities and character, but with the defects of his qualities appearing more plainly as age crept upon him.

General Brusiloff's career has been as different as possible from that of General Ivanoff; therefore his mind and temperament have developed along different lines. He is of good family, went to the Russian Eton (the "Pages Corps"), and then began life in a fashionable cavalry regiment. Ability and influence combined to make his advancement rapid. He held many good positions, was reckoned a favourite at Court, distinguished himself as a daring rider, encouraged cavalry officers to go in for polo and cross-country steeplechases, was popular in Petrograd society. Then came the war to try out the capacity and characters of men.

Most of the "fashionable" soldiers went under very quickly. It was the studious, strictly professional type of officer which came to the front. Brusiloff

(Continued on next column.)

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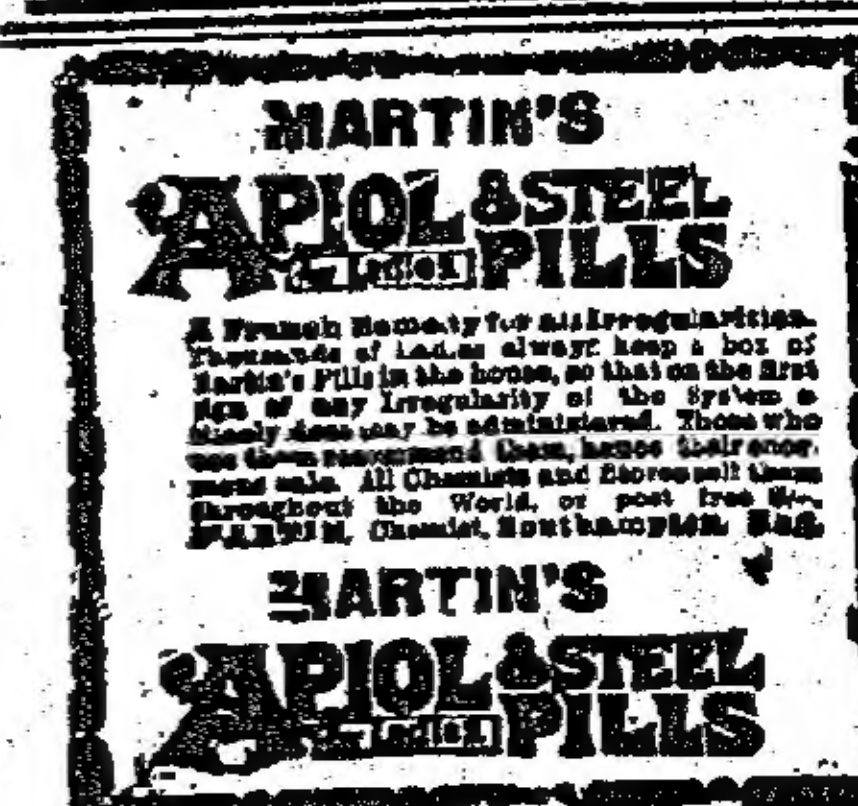
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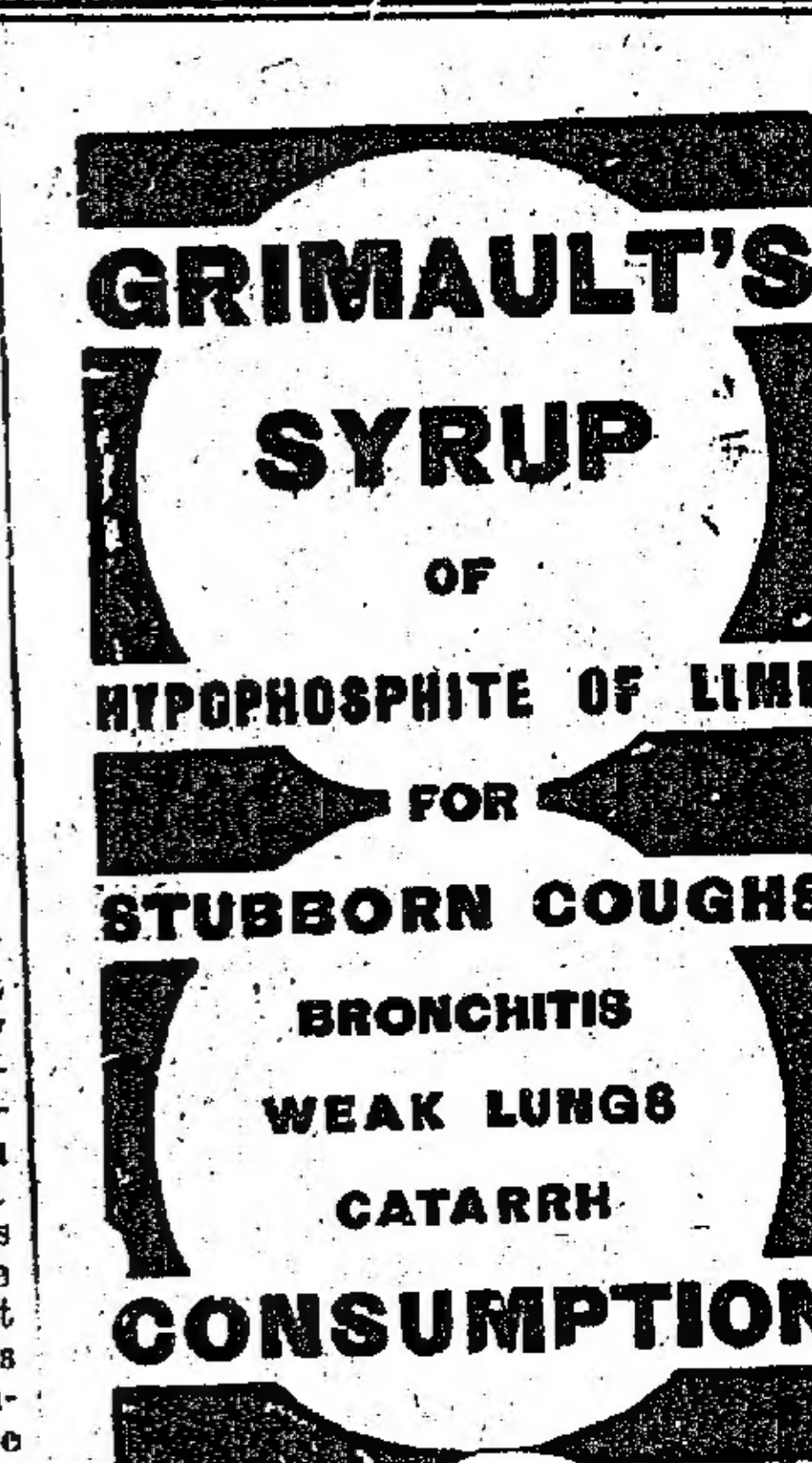
Hongkong, 27th May, 1916.

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is almost the only one of the prominent social figures in the Army who has made good.

He began in 1914 as the commander of an army corps. Soon he had an army under him, and his army did the most brilliant work that has been done by any of the combatants. Now he has deservedly been promoted to a still higher command, and all who have worked with him are sure that he will win further fame. "He is so straightforward," one of his officers told me, "and so direct. He knows what he wants, and what he must have." In his mode of life he follows the habits of Western Europe. His interests are those of cultivated people. He talks French like a Frenchman and says he will learn English after the war.—*Daily Mail*.



SHIPPING

ARRIVALS

ATHOS, French str., 1,352, Doris, 27th August—Shanghai 24th August, General—Messageries Maritimes.
CHOYANG, British str., 1,424, Woodget, 28th August—Shanghai 24th August, General—Jardine, Matheson & Co., Ltd.
KANCHOW, British str., 1,320, Rees Lewis, 28th August—Bangkok 22nd August, Rice and General—Butterfield & Swire.
MAUSANG, British str., 1,644, J. H. Alcock, 27th August—Sandakan 22nd August, Timber—Jardine, Matheson & Co., Ltd.
OWA MARU, Japanese str., 977, K. Nomura, 27th August—Yokohama 24th August, General—Osaka Shosen Kaisha.
PHEUPHENG, British str., 1,065, N. G. Magin, 28th August—Saigon 24th August, Rice—Order.
SINKANG, British str., 1,616, Wm. Benson, 29th August—Shanghai 24th August, General—Butterfield & Swire.
YUNSIANG, British str., 1,128, W. Mesney, 28th August—Manila 25th August, General—Jardine, Matheson & Co., Ltd.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
August 28th.
CHUYEN, Chinese str., for Shanghai.
DELI, British str., for Macassar.

DEPARTURES

BENTEN MARU, Jap. str., for Japan.
ATHOS, French str., for Hongkong.
CHENAN, British str., for Canton.
SANTHA, British str., for Singapore.

PASSENGERS

Per Yuenyang, from Manila, for Hongkong, Mr. G. Ewart, Mr. Ray Parker, Mr. and Mrs. McGrath, 3 children and infant.

VESSELS EXPECTED

CANADIAN MAILS

The str. *Monteagle* arrived at Shanghai on the 26th instant, at 1.30 p.m., left Shanghai on the 27th instant, at 2 p.m., and is due to arrive at Hongkong tomorrow noon.

The *Empress of Russia* arrived at Shanghai 27th instant, at 3 p.m., left Shanghai same day, at 7 p.m., and is due to arrive Manila tomorrow, at 6 a.m.

AMERICAN MAIL

The str. *China* left Yokohama on the 24th instant, and is due to arrive here on the 31st instant, a.m.

MERCHANT STEAMERS

The str. *America* from New York left Muroran for this port on the 23rd inst., and is due here on the 1st September, a.m.

LATEST STEAMER MOVEMENT

The str. *Eastern* left Sydney (via Queensland, Port Darwin, and Manila) for this port on the 22nd instant, with the Australian mail, and is due here on 16th September, at about noon.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

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THE Steamship

"MALTA".
Captain C. C. Talbot, R.N., leaving His Majesty's Mail, will be despatched from this port on or about FRIDAY, the 8th Sept., 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s str. "KASHGAR" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per str. "NAGOYA", due in London about the 25th Oct., 1916. Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
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SHEWAN, TOMES & Co.,
Agents.

1040

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K", nearest Hongkong "H", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf "K.W.", together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CITY OF NORWICH	Brit. str.	—	—	—	On 5th Sept.
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE	ITO MARU	Jap. str.	—	Takano	THE BANK LINE, LIMITED	On 7th Sept., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	MAKKA	Brit. str.	—	C. O. Talbot, R.N.	NIPPON YUSEN KAISHA	On 8th Sept., at Noon.
LONDON VIA USUAL PORTS OF CALL	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	On 22nd Sept., at Noon.
GENOA & LONDON	GLIMMER	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 9th Sept.
MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE, LIMITED	On 30th Sept.
DELAGOA BAY, DURBAN, EAST LONDON, & VICTORIA, B.C., & SHANTIA VIA KENILWORTH	KATHIAWAR	Brit. str.	—	—	THE BANK LINE, LIMITED	On 20th Sept.
VICTORIA & TAGOMA VIA MANILA &c	YOKOHAMA MARU	Jap. str.	—	Shimoda	NIPPON YUSEN KAISHA	On 1st Sept., at 4 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	TAOHOA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSHEN KAISHA	On 8th Sept., at 3 P.M.
NEW YORK VIA SHANTIA PORTS, SAN FRANCISCO, &c	AKIO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 20th Sept., at Noon.
SAN FRANCISCO VIA SHANTIA, NAGASAKI, & HONOLULU	TOKIWA MARU	Jap. str.	—	K. Akamatsu	NIPPON YUSEN KAISHA	About 1st Sept.
SAN FRANCISCO VIA SHANTIA, NAGASAKI, & HONOLULU	RYUMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 8th Sept.
SAN FRANCISCO VIA SHANTIA, NAGASAKI, & HONOLULU	CHINA	Am. str.	—	T. H. Robson	CHINA MAILER CO. LTD.	On 5th Sept.
SAN FRANCISCO VIA SHANTIA, NAGASAKI, & HONOLULU	ARAKAN	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 11th Sept.
SAN FRANCISCO VIA MANILA, JAPAN, &c	PRESIA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 21st Sept., at 10.30 A.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	TSUYO MARU	Jap. str.	—	E. Bent	OSAKA SHOSHEN KAISHA	On 4th Oct. at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c	EVADORE	Am. str.	—	—	CANADIAN PACIFIC O. S. LD.	On 7th Oct.
VANCOUVER VIA SHANGHAI, JAPAN &c	EMPEROR OF RUSSIA	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 8th Sept.
VANCOUVER VIA SHANGHAI, JAPAN &c	EMPEROR OF JAPAN	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. LD.	On 20th Sept.
VANCOUVER VIA SHANGHAI, JAPAN &c	EMPEROR OF SWITZERLAND	Brit. str.	—	W. Dixon Hopson	NIPPON YUSEN KAISHA	On 12th Sept., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF ASIA	Brit. str.	—	T. Hamada	CANADIAN PACIFIC O. S. LD.	On 4th Oct., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN &c	RASHER	Brit. str.	—	Toyoda	GIBB, LIVINGSTON & CO	On 4th Oct., at 11 A.M.
AUSTRALIAN PORTS	TYRODAS	Dut. str.	—	S. Robinson	JAVA-CHINA-JAPAN LINE	On 1st Sept.
JAPAN	NIKKO MARU	Jap. str.	—	F. Carter	NIPPON YUSEN KAISHA	On 10th Sept., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	Takoda	JARDINE, MATHESON & CO. LD.	On 1st Sept., at D'light.
KOBE & MOJI	TOYONO MARU	Jap. str.	—	Bradley	NIPPON YUSEN KAISHA	On 8th Sept.
MOJI & KOBE	RUICHOW	Brit. str.	—	Fujieka	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
NIJINTSIN VIA WEIHAIWEI	SHIRALA	Brit. str.	1 m.	Shane	BUTTERFIELD & SWIRE	About 30th inst.
SHANGHAI, KOBE & MOJI	CHENAN	Brit. str.	1 m.	A. J. Terry	JARDINE, MATHESON & CO. LD.	To-morrow, at D'light.
SHANGHAI	POKHOH	Brit. str.	—	Tasbiri	NIPPON YUSEN KAISHA	On 31st inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHENAN	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	To-day.
SHANGHAI VIA SWATOW	CHENAN	Brit. str.	—	S. Homewood	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	—	W. Benson	JARDINE, MATHESON & CO. LD.	About 30th inst.
SHANGHAI	CHENAN	Brit. str.	—	W. Blackard	BUTTERFIELD & SWIRE	To-morrow, at D'light.
SHANGHAI	CHENAN	Brit. str.	—	A. Collyer	JARDINE, MATHESON & CO. LD.	On 31st inst., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	—	G. W. Eady	NIPPON YUSEN KAISHA	On 2nd Sept., at D'light.
SHANGHAI	CHENAN	Brit. str.	—	Irisawa	OSAKA SHOSHEN KAISHA	About 2nd Sept.
SHANGHAI	CHENAN	Brit. str.	—	J. T. Jeffery	BUTTERFIELD & SWIRE	On 3rd Sept., at D'light.
SHANGHAI	CHENAN	Brit. str.	—	Nomura	NIPPON YUSEN KAISHA	On 8th Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Speed	BUTTERFIELD & SWIRE	About 12th Sept.
SHANGHAI	CHENAN	Brit. str.	—	W. Rickard	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	A. Collyer	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	G. W. Eady	DOUGLAS LAURENCE & CO.	To-day, at 2 P.M.
SHANGHAI	CHENAN	Brit. str.	—	Irisawa	DOUGLAS LAURENCE & CO.	On 18th Sept., at 2 P.M.
SHANGHAI	CHENAN	Brit. str.	—	J. T. Jeffery	OSAKA SHOSHEN KAISHA	On 3rd Sept., at Noon.
SHANGHAI	CHENAN	Brit. str.	—	Nomura	OSAKA SHOSHEN KAISHA	To-morrow, at 9 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Speed	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	—	W. Rickard	JARDINE, MATHESON & CO. LD.	On 2nd Sept., at 3 P.M.
SHANGHAI	CHENAN	Brit. str.	—	A. Collyer	NIPPON YUSEN KAISHA	On 9th Sept., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	—	G. W. Eady	OSAKA SHOSHEN KAISHA	On 8th Sept.
SHANGHAI	CHENAN	Brit. str.	—	Irisawa	BUTTERFIELD & SWIRE	On 23rd Sept., at 7 A.M.
SHANGHAI	CHENAN	Brit. str.	—	J. T. Jeffery	JARDINE, MATHESON & CO. LD.	On 31st inst., at 3 P.M.
SHANGHAI	CHENAN	Brit. str.	—	Nomura	NIPPON YUSEN KAISHA	On 2nd Sept., at 3 P.M.
SHANGHAI	CHENAN	Brit. str.	—	Speed	OSAKA SHOSHEN KAISHA	On 8th Sept.
SHANGHAI	CHENAN	Brit. str.	—	W. Rickard	BUTTERFIELD & SWIRE	On 23rd Sept., at 7 A.M.
SHANGHAI	CHENAN	Brit. str.	—	A. Collyer	JARDINE, MATHESON & CO. LD.	On 31st inst., at 3 P.M.
SHANGHAI	CHENAN	Brit. str.	—	G. W. Eady	NIPPON YUSEN KAISHA	On 2nd Sept., at 3 P.M.
SHANGHAI	CHENAN	Brit. str.	—	Irisawa	OSAKA SHOSHEN KAISHA	On 8th Sept.
SHANGHAI	CHENAN	Brit. str.	—	J. T. Jeffery	JARDINE, MATHESON & CO. LD.	On 1st Sept., at Noon.
SHANGHAI	CHENAN	Brit. str.	—	Nomura	BUTTERFIELD & SWIRE	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Speed	JARDINE, MATHESON & CO. LD.	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	W. Rickard	BUTTERFIELD & SWIRE	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	A. Collyer	NIPPON YUSEN KAISHA	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	G. W. Eady	OSAKA SHOSHEN KAISHA	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Irisawa	BUTTERFIELD & SWIRE	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	J. T. Jeffery	JARDINE, MATHESON & CO. LD.	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Nomura	NIPPON YUSEN KAISHA	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Speed	OSAKA SHOSHEN KAISHA	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	W. Rickard	BUTTERFIELD & SWIRE	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	A. Collyer	NIPPON YUSEN KAISHA	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	G. W. Eady	OSAKA SHOSHEN KAISHA	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Irisawa	BUTTERFIELD & SWIRE	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	J. T. Jeffery	JARDINE, MATHESON & CO. LD.	On 3rd Sept., at 10 A.M.
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SHANGHAI	CHENAN	Brit. str.	—	Irisawa	BUTTERFIELD & SWIRE	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	J. T. Jeffery	JARDINE, MATHESON & CO. LD.	On 3rd Sept., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	—	Nomura	NIPPON YUSEN KAISHA	

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG 20th September. PROPOSED SAILING Connecting with "KATHIAWAR" From COLOMBO 17th October.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" 30th November.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF NORWICH" ... On 6th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE BANK LINE, LTD.,

OR TO REISS & CO., CANTON.

GENERAL AGENTS

10a

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR SWATOW and SINGAPORE ... "CHENGHUI" ... On 29th Aug. 10 A.M.
HOIHOW and BANGKOK ... "CHANGHUI" ... On 29th Aug. 10 A.M.
MANILA, CEBU and ILOILO ... "CHENHUI" ... On 29th Aug. 4 P.M.
SHANGHAI ... "CHENHUI" ... On 29th Aug. 4 P.M.
TIENTSIN via WEIHAIWEI ... "CHENGHUI" ... On 31st Aug. 4 P.M.
SHANGHAI ... "CHENGHUI" ... On 31st Aug. 4 P.M.
HAIPHONG ... "CHENGHUI" ... On 31st Aug. 4 P.M.
MANILA, CEBU and ILOILO ... "CHENGHUI" ... On 31st Aug. 4 P.M.

DIRECT SAILINGS TOWARD RIVER, TWICE WEEKLY.

SS. "LINTAN" and SS. "SANUI"
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN."
Excellent Saloon accommodation Amplest; Electric Fans Staterooms on Deck, aft on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
SS. "ANHEI," "CHENAN," "LUOHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

Occupying at 9 to 10 Days

STEAMSHIP CAPTAIN LEAVING
"HAITHONG" ... Capt. J. W. Evans ... TUESDAY, 29th Aug. at 2 P.M.
"HAIOHNG" ... Capt. W. C. Passmore ... FRIDAY, 1st Sept. at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & Co.,
GENERAL MANAGERS.

3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIRALA," 5,306 tons, Captain A. J. Terry, will be despatched for SHANGHAI, KOBE, and MOJI on 29th August.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, KOWPE, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at MARSEILLES	Due at LONDON
to	to	to	1916	1916
COLOMBO	Friday	Sir. from COLOMBO		
MALTA	Sept. 8	"KASHGAR"	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	"MORWA"	Nov. 23	Dec. 2
NORFOLK	Nov. 3	Through Steamer	Dec. 7	Dec. 15
NYANZA	Nov. 17	"MONGOLIA"	Dec. 17	Dec. 24
MALTA	Dec. 1	"MALWA"	Dec. 31	Jan. 1

* Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	LEAVE HONGKONG ABOUT
NAMUR	SATURDAY, 2nd September.
SARDINIA	TUESDAY, 12th September.
NOVARA	SATURDAY, 23rd September.
NORFOLK	SUNDAY, 3rd October.
NYANZA	SUNDAY, 2nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS

(Non-Transshipment)

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave S'pore	Due at MARSEILLES	Due at LONDON
	about	about	about	about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

R. V. D. PARE,
Acting Superintendent.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	"IYO MARU" Capt. Takano "MIYAZAKI MARU" Capt. Teranaka	12,500 18,000	THURSDAY 7th Sept. at Noon THURSDAY 21st Sept. at Noon
VICTORIA, B.O. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, PHANGDAI and YOKOHAMA	"YOKOHAMA MARU" Capt. Shinohara "SADO MARU" Capt. Amakawa	12,500 12,500	FRIDAY 1st Sept. at 4 P.M. TUESDAY 19th Sept. at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGALANG, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"TANGO MARU" Capt. Sojima "NIKKO MARU" Capt. Takada	13,500 8,600	TUESDAY 12th Sept. at 4 P.M. FRIDAY 13th Oct. at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and BANGKOK	"CEYLON MARU" Capt. Tama	10,000	FRIDAY 8th Sept.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	"YETOROFU MARU" Capt. Ogura	9,000	FRIDAY 8th Sept.
MOJI and KOBE	"TOTOMI MARU" Capt. Fujio	8,000	WEDNESDAY 6th Sept.
SHANGHAI, KOBE and YOKOHAMA	"COLOMBO MARU" Capt. Nomura	8,000	FRIDAY 15th Sept.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. Takada	9,600	SUNDAY 10th Sept. at Noon
SHANGHAI, KOBE and YOKOHAMA	"FUSHIMI MARU" Capt. Iizawa	21,000	TUESDAY 5th Sept. at 10 A.M.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON
"TOKIWA MARU" Capt. K. Akematsu, 16,000 (Ab. at 21st September).

* Wireless Telegraphy.
For Further Information apply to—

NIPPON YUSEN KAISHA,
B. MORI, MANAGER.

TELEPHONE Nos. 92 and 293

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
"ANYO MARU"	18,500 — 16 knots	WED., 20th Sept. Noon.
"PERSIA MARU"	9,000 — 14 knots	THURS., 21st Sept. 10.30 A.M.
"TENYO MARU"	22,000 — 21 knots	WED., 4th Oct. Noon.
"NIPPON MARU"	11,000 — 15 knots	TUES., 17th Oct. 10.30 A.M.
"SHINYO MARU"	22,000 — 21 knots	WED., 1st Nov. Noon.
"SIBERIA MARU"	18,000 — 18 knots	THURS., 5th Oct. Noon.
"KOREA MARU"	18,000 — 14 knots	TUES., 15th Oct. Noon.

* Via MANILA, Omittung Shanghai.

* Proceeding to South American Ports.

* Cargo only.

† Omittung Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, BALBOA, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer ANYO MARU ... 18,500 — 16 knots ... WEDNESDAY, 20th Sept.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, AGENT,

King's Building. (213)

TELEPHONE 291.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FOURTEENTHLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND YOKOHAMA ... PORTHOS ... On or about 30th Aug.

HOMeward

MARSEILLES via HAIPHONG, TOURANE and SAIGON (Without Transshipment)

Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.

FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING,

TELEPHONE 740

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

"TACOMA MARU" ... FRIDAY, 8th Sept. at 3 P.M.

* Omittung Manila, Shanghai and Nagasaki. * Omittung Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETENHAM, AND COLOMBO.

"SAIGON MARU" ... T. Yamaguchi ... THURSDAY, 28th Sept. at 7 A.M.

"LUZON MARU" ... FRIDAY, 6th Oct. at 7 A.M.

JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKI, VIA SWATOW AND AMOY.

"OTTOWA MARU" ... WEDNESDAY, 30th Aug. at 9 A.M.

"AMAKUSA MARU" ... SUNDAY, 3rd Sept. at Noon.

* Proceeding to Keelung via Swatow and Amoy.

* Proceeding to Anping and Tamsui.

These Formosan Lines will arrive at and depart from the Soon Yit Wharf, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,

No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	16th Sept.	On 4th Oct. 11 A.M.
ST. ALBANS	21st Oct.	On 10th Nov. 11 A.M.

All Steamers fitted with wireless pay Telgra.
The above Steamers are fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

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POST OFFICE NOTICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Aguiar Radio Telegraph Station:—

Athos
Monteagle

INWARD MAILS.

FROM	PER	DATE
Europe (French Mail)	Porto	29th Aug.
Europe (London 29th July, via Siberia)	Monteagle	29th Aug.
SHANGHAI	Athos	30th Aug.
CANADA	Express of Russia	31st Aug.
SAN FRANCISCO	China	31st Aug.

OUTWARD MAILS.

FOR	PER	DATE
Swatow	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow and Bangkok	Changtu	Tuesday, 29th, 9.00 A.M.
Japan via Kobe	Changtu	Tuesday, 29th, 9.00 A.M.
Shanghai, North China and Japan via Kobe	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy and Fookow	Changtu	Tuesday, 29th, 9.00 A.M.
Philippine Islands	Changtu	Tuesday, 29th, 9.00 A.M.
Shanghai and North China	Changtu	Tuesday, 29th, 9.00 A.M.
Philippine Islands	Changtu	Tuesday, 29th, 9.00 A.M.
SHANGHAI, NORTH CHINA AND JAPAN VIA KOBÉ	Changtu	Tuesday, 29th, 9.00 A.M.
(EUROPE VIA SIBERIA)	Changtu	Tuesday, 29th, 9.00 A.M.
(Shanghai Chinese P.O. Saturday, 2nd Sept.)	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy, Fookow via Takao and Anping	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy and India via Bombay	Changtu	Tuesday, 29th, 9.00 A.M.
Haikow and Haiphong	Changtu	Tuesday, 29th, 9.00 A.M.
Wohai and Utsunomiya	Changtu	Tuesday, 29th, 9.00 A.M.
Shanghai and North China	Changtu	Tuesday, 29th, 9.00 A.M.
(EUROPE VIA SIBERIA)	Changtu	Tuesday, 29th, 9.00 A.M.
(Shanghai Chinese P.O. Monday, 4th Sept.)	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy and Fookow	Changtu	Tuesday, 29th, 9.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Kobe, Victoria, B.C., and Seattle (Wash.)	Changtu	Tuesday, 29th, 9.00 A.M.
Shanghai and North China	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy and Fookow via Keelung	Changtu	Tuesday, 29th, 9.00 A.M.
Haiphong	Changtu	Tuesday, 29th, 9.00 A.M.
Philippine Islands	Changtu	Tuesday, 29th, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, VICTORIA, VANCOUVER, UNITED STATES, SOUTH AMERICA, AND UNITED KINGDOM VIA CANADA.	Changtu	Tuesday, 29th, 9.00 A.M.
(EUROPE VIA SIBERIA)	Changtu	Tuesday, 29th, 9.00 A.M.
(Shanghai Chinese P.O. Saturday, 2nd Sept.)	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy, Fookow, Keelung, Shanghai, North China, Japan via Kobe, Victoria, B.C., and Seattle (Wash.)	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy and Fookow via Keelung	Changtu	Tuesday, 29th, 9.00 A.M.
Haiphong	Changtu	Tuesday, 29th, 9.00 A.M.
Philippine Islands	Changtu	Tuesday, 29th, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, VICTORIA, VANCOUVER, UNITED STATES, SOUTH AMERICA, AND UNITED KINGDOM VIA CANADA.	Changtu	Tuesday, 29th, 9.00 A.M.
(EUROPE VIA SIBERIA)	Changtu	Tuesday, 29th, 9.00 A.M.
(Shanghai Chinese P.O. Saturday, 2nd Sept.)	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy, Fookow, Keelung, Shanghai, North China, Japan via Kobe, Victoria, B.C., and Seattle (Wash.)	Changtu	Tuesday, 29th, 9.00 A.M.
Swatow, Amoy and Fookow via Keelung	Changtu	Tuesday, 29th, 9.00 A.M.
Haiphong	Changtu	Tuesday, 29th, 9.00 A.M.
Philippine Islands	Changtu	Tuesday, 29th, 9.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, VICTORIA, VANCOUVER, UNITED STATES, SOUTH AMERICA, AND UNITED KINGDOM VIA CANADA.	Changtu	Tuesday, 29th, 9.00 A.M.
(EUROPE VIA SIBERIA)	Changtu	Tuesday, 29th, 9.00 A.M.
(Shanghai Chinese P.O. Saturday, 2nd Sept.)	Changtu	Tuesday, 29th, 9.00 A.M.

LOCAL AND REGULAR MAILS OUTWARD.

FOR	ON WEDNESDAY	ON SUNDAYS & HOLIDAYS
Canton (Train)	11.30 A.M.	9.00 A.M.
Fai O	8.30 A.M.	—
Tai Po	10.00 A.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	—
Aberton, Antau, Ping Shan, Sai Ku	4.30 P.M.	—
Santui, Stanley	4.00 P.M.	—
Samshui and Wuchow	4.00 P.M.	9.00 A.M.
Canton	7.30 A.M. 8.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	1.30 P.M.	9.00 A.M.
Kongmoon	6.00 P.M. Except Saturdays	5.00 P.M.
Naucan and Sammel	10.00 A.M.	5.00 P.M.
Shamshui	4.00 P.M.	9.00 A.M.

From: Shingwan Western Branch P.O.

FOR	ON WEDNESDAY	ON SUNDAYS & HOLIDAYS
Macao	1.30 P.M.	9.00 A.M.
Canton	7.30 A.M. 8.30 P.M.	9.30 P.M.
Tai Ping Tung	7.00 A.M.	1.00 A.M.
Shuk Ki	8.30 P.M.	—
Kongmoon	7.30 P.M.	—
Kamohuk	6.00 P.M.	—
Kaukung	8.00 P.M. Except Saturdays	—

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

TO ELECTRIC LIGHT CONSUMERS.

THE "PHOEBUS" LAMP TAKES THE LEAD.

DON'T believe that the lamp which costs the least is the most economical.

Remember current costs more than lamps, and cheap lamps are "Wasters."

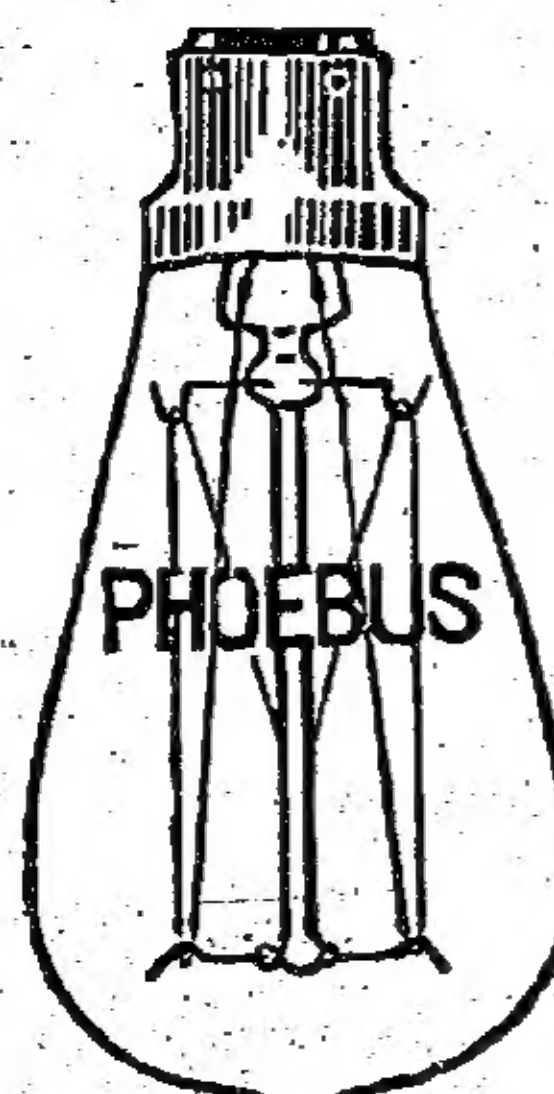
DON'T believe that the lamp which lasts the longest is invariably the best or the cheapest. Directly a lamp blackens it should be cast aside.

Remember again, current costs more than lamps.

DON'T buy a lamp without a good reputation.

Remember the name "PHOEBUS" is a guarantee that the lamp is of the first quality.

Large Stocks of all Candle Powers and Voltages always carried.



WM. C. JACK & CO. LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG.

COMMERCIAL.

CLOSING QUOTATIONS.

ON	August 27th
ON LONDON—	
Telegraphic Transfer	2/1 1/2
Bank Bill, on demand	2/1 1/2
Bank Bill, at 30 days' sight	2/1 1/2
Bank Bill, at 4 months' sight	2/1 1/2
Credit, at 4 months' sight	2/1 1/2
Documentary Bill, at 4 months' sight	2/1 1/2
ON PARIS—	
Bank Bill, on demand	298 1/2
Credit, at 4 months' sight	300
ON NEW YORK—	
Bank Bill, on demand	50 1/2
Credit, at 60 days' sight	—
ON BOMBAY—	
Telegraphic Transfer	157 1/2
Bank Bill, on demand	157 1/2
ON CALCUTTA—	
Telegraphic Transfer	157 1/2
Bank Bill, on demand	157 1/2
ON SHANGHAI—	
Bank Bill, at sight	7 1/2
Private, 30 days' sight	—
ON YOKOHAMA—	
On demand	99 1/2
ON MANILA—	
On demand—Pescos	100
ON SINGAPORE—	
On demand	90 1/2
ON BATAVIA—	
On demand	12 1/2
ON HATYONG—	
On demand	3 1/2 p.m.
ON SAKON—	
On demand	3 1/2 p.m.
ON HONGKONG—	
On demand	7 1/2
SOVEREIGN, 100 fine, per ton	\$83.50
BAR SILVER, per oz.	31 1/2

HONGKONG COIN.

	per cent.
Hongkong, 20 cents piece	\$ 3.05 discount
Hongkong, 10 "	\$ 1.00
Canton, 20 "	\$ 1.10
Canton, 10 "	\$ 1.00

SHARE LIST—QUOTATIONS.

HONGKONG, 29th AUGUST 1916.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTE.	RETURN ON SHARE OF LAST DIV.
BANKS.—					
Hongkong and Shanghai Banking Corporation	120,000	\$125	all	\$740, buyers	5 1/2 p.a.
China Bank	60,000	\$12	all	\$41, buyers	5 1/2 p.a.
China Light and Power Company, Limited	50,000	\$5	all	\$4 1/2, buyers	—
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$3 1/2, buyers	8 1/2 p.a.
CORPORATIONS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 60	all	T. 1 1/2, buyers	11 1/2 p.a.
Kung Yik Cotton & W. Co., Ltd.	100,000	Tls. 10	all	T. 14, sales	12 p.a.
Shanghai Cotton Manufacturing Co., Ltd.	40,000	Tls. 50	all	T. 9 1/2, buyers	8 p.a.
Yingke Cotton Mill, Limited	20,000	Tls. 5	all	Tls. 4 1/2, buyers	6 p.a.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$4 1/2, buyers	3 1/2 p.a.
DOCK AND WHARVES.—					
H'Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$33 1/2, buyers	4 1/2 p.a.
H'Kong and Whampoa Dock Co., Ltd.	60,000	\$50	all	\$12 1/2, buyers	4 p.a.
SHAI DOCK AND ENGINEERING CO., LTD.	150,000	Tls. 5	all	T. 14, buyers	9 p.a.
New Engineering & S. B. Works, Ltd.	30,000	Tls. 100	all	Tls. 10 1/2	6 1/2 p.a.
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$7 1/2, buyers	4 1/2 p.a.
Green Island Cement Company, Limited	400,000	\$10	all	\$11 1/2, buyers	4 1/2 p.a.
HONGKONG ELECTRIC COMPANY, LIMITED	60,000	\$10	all	\$11 1/2, buyers	7 p.a.
HONGKONG HOTEL COMPANY, LIMITED	20,000	\$25	all	\$158	9 p.a.
HONGKONG ICE COMPANY, LIMITED	6,500	\$25	all	\$31 x div.	4 1/2 p.a.
HONGKONG ROPE MANUFACTURING CO., LTD.	60,000	\$10	all	\$7.60, sellers	—
HONGKONG TRAMWAY COMPANY, LIMITED	225,000	\$1	all	\$7.60, sellers	—
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$395	8 1/2 p.a.
China Fire Insurance Co., Limited	30,000	\$100	\$20	\$154, buyers	5 1/2 p.a.
Hongkong Fire Insurance Co., Limited	3,000	\$250	\$50	\$390, sellers	7 1/2 p.a.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 155	4 1/2 p.a.
Union Insurance Society, Limited	16,000	\$250	\$100	\$320	6 p.a.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$280 @ Ex 73	—
LANDS AND BUILDINGS.—					
H'Kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100	7 p.a.
Hongkong Central Estate, Limited	10,000	\$100	all	\$99, buyers	7 1/2 p.a.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	4 1/2 p.a.
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$5 1/2, buyers	5 p.a.
Kowloon Land and Building Co., Ltd.	6,000	\$250	\$50	\$38	7 1/2 p.a.
Shanghai Land Investment Co., Ltd.	75,000	Tls. 50	all	Tls. 9 1/2	4 1/2 p.a.
West Point Building Co., Limited	12,000	\$50	all	\$58	—
Mastchappi, Ltd. (Mining, Beach-on Land) — how exploitation in Langkat	250,000	\$4 1/2	all	Tls. 2 1/2, sales	—
Mining.—					
Ural Caspian Oil Corp., Limited	1,000,000	\$1	all	34/-, sellers	—
Kailan Mining Administration	1,000,000	\$1	all	33/-	—
Harb Australian Gold Mining Co., Ltd.	200,000	\$1	all	32/-	—
Trough Mines, Limited	150,000	\$1	all	30/-	—
Peak Tramway Company, Limited	25,000	\$10	all	\$6 1/2, buyers	7 1/2 p.a.
REFINERIES.—					
China Sugar Refining Company, Ltd.	20,000	\$100	all	\$107 1/2, buyers	10 p.a.
Malayan Sugar Company, Ltd.	14,000	P 30	all	\$33, sales	7 1/2 p.a.
STEAMSHIP COMPANIES.—					
Douglas Steamship Company, Limited	20,000	\$50	all	\$12 1/2, buyers	3 1/2 p.a.
H'Kong, Canton & Macao S. B. Co., Ltd.	80,000	\$15	all	\$32 1/2, buyers	4 1/2 p.a.
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$12 1/2, buyers	5 1/2 p.a.
Shell Transport and Trading Co., Ltd.	4,282,903	\$1	all	110/-, sellers	7 p.a.
Star Ferry Company, Limited	40,000	\$1	all	\$37 1/2, buyers	6 p.a.
South China Morning Post, Limited	6,000	\$25	all	\$23	7 p.a.
Steam Laundry Company, Limited	20,000	\$5	all	\$3 1/2, buyers	—
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	21,000	\$7	all	\$2 1/2, buyers	10 p.a.
Watson & Co., A. S., Limited	50,000	\$10	all	\$17 sal. & buy.	7 p.a.
Union Waterboat Company, Limited	50,000	\$10	all	\$17 sal. & buy.	—

Loans. Amount. Value. Interest. Quotations.
Chinese Imperial 1885 Tls. 757,300. Tls. 250 7 1/2 p. annum. Par.
VERNON & SMYTH, Share Brokers.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 28th.

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.83	29.84	29.82
Temperature	88	80	88
Humidity	69	91	63
Wind Direction	West	West	S.W.
Force	2	1	3
Weather	b	c	c
Rain	—	—	—

Highest open-air Temperature on 27th—88
Lowest open-air Temperature on 28th—

香港中外新報
CHUNG NGOI SAN PO
(Chinese Daily Press).

PUBLISHED DAILY

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China and China.
Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.
Advertisements translated (from or into Chinese) Colloquial Chinese.

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Capital Paid-up ... \$15,000,000
Reserve Funds ... \$15,000,000
Total ... \$30,000,000

Reserve Liability of Proprietors ... \$15,000,000

COURT OF DIRECTORS:
W. L. PATTERSON, Esq., Chairman.
S. H. DODWELL, Esq., Deputy Chairman.
G. T. M. EDKINS, Esq., Hon. Mr. D. Landale
C. S. GUBBAY, Esq., J. A. P. HANCOCK, Esq.
Hon. Mr. F. H. HOLYOK, Hon. Mr. E. SHALLIN

CHIEF MANAGER:
Hongkong—N. J. STARR, Esq.
Shanghai—A. G. STARR, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
" 6 " 3 " " "
" 12 " 4 " " "

S. J. STARR,
Chief Manager.
Hongkong, 21st February, 1916.

BANKS

THE BANK OF TAIWAN, LIMITED (TAIWAN GIRO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... Yen 20,000,000
Capital Paid-up ... " 12,500,000
Reserve Funds ... " 4,680,000

HEAD OFFICE:
TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Kobe, Osaka, Tokyo.
FORMOSA—KEELUNG, MAKUNG, PINGAN, SHUI-CHING, TAILOU, TAINAN, TAIWAN, TANGU, TAMSUI.
CHINA—AMOI, CANTON, FOOSHAN, HANKOW, HUIKANG, SHANGHAI, SWATOW.
OTHERS—HONGKONG, LONDON, SINGAPORE, SOERABAYA.

LONDON BANKERS:
Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo-China, India, Philippine Islands, Java, Australia, America, and elsewhere.

Y. KIKUCHI,
Manager.

HONGKONG BRANCH,
3, Des Vœux Road.
Hongkong, 18th July, 1916. [643]

THE BANK OF CHINA.

GOVERNMENT BANK

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 16th APRIL, 1912.)

Authorized Capital ... \$30,000,000
Paid-up Capital ... \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: NANKING: CHINKIANG, YANGTSE, WUHSI, WUHSI, ANSHING, TAIWAN, TAIKANGPO, SOOCHOW. HANKOW: SHANGHAI, HANGHAI, NANCHANG, TIENTSIN, PEKING, TONGHAI, LUANCHOW, TIANJIN, SHANGHAI, CHINKIANG, LIAOCHOW, HUIKOW, NINGPO, KATZING, CHANGHAI, SHANGHAI, LOH, CHOWKAI, TAIHAI, CHOWKAI, TAIHAI, LINCHU, LINCHU, TAIHAI, TAIHAI, HUIKANG, CHANGHAI, TAIWAN, TAIWAN, YANCHANG, FOOSHAN, CHANGHAI, KIRIN, MUKDEN, NEWCHANG, DAIKUN, HAKHA, TAIHAI, TAIHAI, CHINKIANG, ANKUN, CANTON, KUMYANG, PEKING, KUEIHSI, SUICHANG, etc., etc.

CANTON BRANCH
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home Exchange.

Hongkong, 18th October, 1914. [630]

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital ... £1,000,000
Subscribed ... " 1,000,000
Paid-up ... " 500,000
Reserve Fund ... " 500,000

BRANCHES:
Bombay, Calcutta, Colombo, Hongkong, Kanton, Kobe, London, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. CHAMPKIN,
Acting Manager.
Hongkong, 25th May, 1916. [307]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858.
HEAD OFFICE—LONDON.

Capital Paid-up ... £1,200,000
Reserve Fund ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager.
Hongkong, 16th June, 1915. [183]

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 2nd November, 1914. [110]